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Sixty-Fifth Annual Report

of the

Public Service Commission of South Carolina

1942 - 43

JAMES W. WOLFE, Chairman

J. C. DARBY, Vice-Chairman

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JOSIAH J. EVANS,

H. W. SCOTT,

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STATE DOCUMENTS

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JOINT COMMITTEE ON PRINTING
GENERAL ASSEMBLY OF SOUTH CAROLINA

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LETTER OF TRANSMITTAL

OFFICE OF THE PUBLIC SERVICE COMMISSION

Columbia, S. C., September 1st, 1943.

To His Excellency, Olin D. Johnston, Governor of South Carolina:

Sir: We have the honor to transmit herewith the sixty-fifth annual report of The Public Service Commission of South Carolina for the year ending June 30, 1943.

Yours respectfully,

JAMES W. WOLFE, *Chairman*

J. C. DARBY, *Vice-Chairman*

JOHN C. CONEY, *Commissioner*

JOSIAH J. EVANS, *Commissioner*

H. W. SCOTT, *Commissioner*

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WINCHESTER C. SMITH, *Commissioner*

MARY E. CARR, *Secretary*

PART I.

ANNUAL REPORT OF THE PUBLIC SERVICE COMMISSION OF SOUTH CAROLINA

To the General Assembly of South Carolina:

The Public Service Commission has the honor to respectfully submit for your consideration this its sixty-fifth annual report.

RAILROADS

The annual inspection of railroads operating within the State was made during the latter months of 1942. Stations, structures, rights-of-way, bridges, and road beds continue to be found in very good condition although the carriers are experiencing many difficulties in securing new rail, new equipment, repair parts and replacements of various sorts.

RAILROADS ABANDONED

In Finance Docket No. 13860, before the Interstate Commerce Commission, the Atlantic Coast Line Railroad Company applied for a certificate of convenience and necessity permitting abandonment of a portion of its branch line extending from Creston to Pregnall. The part proposed to be abandoned ran from a point just south of Four Holes to Pregnall, approximately 8.2 miles, all in Orangeburg and Dorchester Counties, South Carolina. Because the proposed abandonment would sever a connection between the Coast Line and the Southern at Pregnall, and would, therefore, disturb the rate structure between points in the affected area and other points in the State, particularly points in the Charleston vicinity, the Commission requested a hearing upon the application. Later, however, agreement was reached between citizens in the affected communities and the carrier as to the protection of existing rates on the principal commodities moving to and from the remaining points along the branch line and, with the consent of the citizens, our request for a hearing was withdrawn. By order dated October 27, 1942, the Interstate Commerce Commission issued the certificate permitting the abandonment.

14196

STATIONS AND AGENCIES

Authority was granted the Atlantic Coast Line Railroad Company to abandon and dismantle its passenger shed and covered platform at Ashley Junction.

Authority was granted the Atlantic Coast Line Railroad Company to abandon and dismantle its station facilities at Vance. (See New Depots).

Authority was granted the Atlantic Coast Line Railroad Company to abandon and dismantle its station facilities at Acton.

Authority was granted the Atlantic Coast Line Railroad Company to abandon and dismantle a covered platform at Horris.

Authority was granted the Atlantic Coast Line Railroad Company to abandon and dismantle its station facilities at Boyer.

Authority was granted the Atlantic Coast Line Railroad Company to abandon and dismantle its station facilities at Coward. (See New Depots).

Authority was granted the Atlantic Coast Line Railroad Company to abandon and dismantle its station building at Newtonville.

Authority was granted the Atlantic Coast Line Railroad Company to abandon and dismantle its station building at Foreston. (See New Depots).

Authority was granted the Atlantic Coast Line Railroad Company to abandon and dismantle its station building at Oswego.

Authority was granted the Atlantic Coast Line Railroad Company to abandon and dismantle its station building at Wilson's Mill. (See New Depots).

Authority was granted the Atlantic Coast Line Railroad Company to abandon a covered platform at Okeetee.

Authority was granted the Atlantic Coast Line Railroad Company to abandon and dismantle its station building at Strawberry. (See New Depots).

Authority was granted the Atlantic Coast Line Railroad Company to abandon and dismantle its station building at Salkehatchie.

Authority was granted the Atlantic Coast Line Railroad Company to abandon and dismantle a covered platform at Konig.

Authority was granted the Atlantic Coast Line Railroad Company to abandon and dismantle its station building, except a covered platform 20 feet by 29 feet, at Stokes.

Authority was granted the Atlantic Coast Line Railroad Company to abandon and dismantle two box cars used as a station at Colleton.

Authority was granted the Seaboard Air Line Railway to abandon a 10-car capacity double-end siding at Fletcher, to obtain rail more urgently needed elsewhere.

Authority was granted the Seaboard Air Line Railway to abandon a 5-car capacity team track at Venters, to obtain rail more urgently needed elsewhere.

Authority was granted the Seaboard Air Line Railway to abandon a 4-car capacity team track at Willis, to obtain rail more urgently needed elsewhere.

Authority was granted the Seaboard Air Line Railway to abandon a 3-car capacity team track at Gallavon, to obtain rail more urgently needed elsewhere.

Authority was granted the Southern Railway Company to abandon and remove a spur track at Fogles.

Upon request of the Commission, the Carolina and Northwestern Railway Company made a 200 foot extension of an existing side track at Guthries in order to accommodate peach shippers at that point.

In Docket No. 3327 the Commission denied the application of the Atlantic Coast Line Railroad Company for authority to close its agency at Wisacky, South Carolina, on a permanent basis, but did authorize closing of the agency at that station during the months of April, May, June and July of each year.

In Docket No. 3328 the Commission denied the application of the Atlantic Coast Line Railroad for authority to close its agency at St. Charles, South Carolina, on a permanent basis, but did authorize closing of the agency at that station during the months of April, May, June and July of each year.

In Docket No. 3329 the Commission denied the application of the Atlantic Coast Line Railroad Company for authority to close its agency at Elliott, South Carolina, on a permanent basis.

In Docket No. 3331 the Commission denied the application of the Carolina and Northwestern Railway Company for authority to close its agency at Guthries, South Carolina, but, upon further consideration, following agreement between counsel for protestants and for the railroad, authorized closing of the agency at

Guthries except for the period June 15th to August 15th, both inclusive, of each year.

In Docket No. 3232 the Commission granted authority to the Carolina and Northwestern Railway Company to discontinue its sub-agency at McConnells, S. C.

In Docket No. 3398 the Commission granted authority to the Charleston and Western Carolina Railway Company to close its agency at Cummings, South Carolina. This matter was assigned for public hearing on protest of citizens of Cummings, but counsel for protestants withdrew the protest prior to the hearing date and advised the Commission no objection would be filed.

In Docket No. 3234 the Commission denied the application of the Atlantic Coast Line Railroad Company for authority to close its agency at Tatum, South Carolina, except during the months of July and August of each year.

In Docket No. 2062 the Commission denied a petition of the Town of Silverstreet, South Carolina, and citizens of that town, for an order requiring the Southern Railway Company to re-establish a regular agency at that point. The matter of an agency at Silverstreet was the subject of a proceeding before the State Supreme Court several years ago (195 SC 247) (10 SE 2d 769).

NEW DEPOTS AND OTHER BUILDINGS

Authority was granted the Atlantic Coast Line Railroad Company to construct a 16 foot by 20 foot covered platform to replace station building at Vance, South Carolina.

Authority was granted the Atlantic Coast Line Railroad Company to construct a 12 foot by 12 foot covered platform to replace the station building at Coward, South Carolina.

Authority was granted the Atlantic Coast Line Railroad Company to construct a 16 foot by 16 foot covered platform to replace the station building at Foreston, South Carolina.

Authority was granted the Atlantic Coast Line Railroad Company to construct a 16 foot by 16 foot covered platform to replace the station building at Wilson's Mill, South Carolina.

Authority was granted the Atlantic Coast Line Railroad Company to construct a 12 foot by 12 foot covered platform to replace the station building at Strawberry, South Carolina.

PASSENGER TRAIN SERVICE

In Docket No. 2090, following agreement between counsel for the railroad and counsel for protestants, the Commission authorized the Lancaster & Chester Railroad Company to discontinue passenger service over its entire line, subject to restoration if and when bus service between Lancaster and Chester is discontinued.

Authority was extended the Piedmont & Northern Railway Company to provide additional passenger service between Belton and Spartanburg and to re-establish passenger service between Belton and Anderson.

In Docket No. 3319 authority was granted the Piedmont & Northern Railway Company to publish adult one-way passenger fares on the basis of 1.65c per mile; adult round-trip fares on the basis of 90% of double the one-way fare; and fares for children from five to twelve years old on the basis of one-half of adult fares.

At the request of the Commission, the Southern Railway Company re-established Pregnall, South Carolina, as a flag stop for Passenger Trains Nos. 11 and 12 operating between Columbia and Charleston.

Authority was granted the Southern Railway Company to discontinue Paris, Zion Hill and Brickley, South Carolina, as flag stops for Passenger Trains Nos. 11 and 12 operating between Charlotte, North Carolina, and Greenville, South Carolina.

Authority was granted the Southern Railway Company to discontinue Byrd, South Carolina, as a flag stop for Passenger Trains Nos. 27 and 28 (Carolina Special).

In Docket No. 3326 the Commission authorized the Southern Railway Company to discontinue Jamison, South Carolina, as a flag stop for Passenger Train No. 28, except to discharge passengers from points beyond Columbia. Protestants failed to appear at the hearing.

In Docket No. 3176 the Commission authorized Class I railroads operating in the State to increase intrastate coach and round-trip fares to the level of the interstate fares, subject to the maximum fare provisions of Section 8407 of the Code of Laws (1942).

MOTOR CARRIERS

In Docket No. 3277, Order No. 3252, the Commission prescribed a scale of rates and revised rules governing the transportation of petroleum and petroleum products (gasoline, kerosene, and fuel oil) in bulk, in tank trucks, between points in South Carolina. Motor carriers of these products in bulk had been operating for several years under a scale of minimum rates prescribed by the Interstate Commerce Commission for rail movements in tank-carloads from South Atlantic Ports to destinations in North Carolina and South Carolina and certain destinations in Virginia and Florida. Due to increases in their operating costs resulting from increases in all important cost factors such as labor, tires and tubes, repair parts, and more frequent loadings and unloadings, the carriers found that their rates were not yielding cost of operation in many instances. They made appropriate applications to the Commission for relief and, after hearings which lasted two days, upon the testimony and evidence submitted the Commission prescribed rates designed to yield the carriers cost of operation plus sufficient margin to enable them to replace equipment, when that becomes necessary, and to enable the carriers to remain solvent.

Further proceedings under the Commission's Docket No. 1600 embracing general investigations of motor carrier rates and classifications, intrastate in South Carolina, have been temporarily suspended because circumstances and conditions surrounding motor carrier operations are changing so rapidly during these war-time days that it is difficult if not impossible, to prescribe truck rates for the future that would prove to be just and reasonable for shipper and carrier alike under peace-time circumstances.

RAIL FREIGHT RATES AND CLASSIFICATIONS

The Interstate Commerce Commission has concluded hearings in Docket No. 28300, Class Rate Investigation, 1939, and Docket No. 28310, Consolidated Freight Classification. Briefs are due August 12, 1943. Voluminous testimony and evidence has been introduced in these cases, but, in due course, the Commission will announce its decision. A member of the Public Service Commission of South Carolina was among the co-operating state commissioners who sat with members of the Interstate Commerce

Commission throughout the hearing in these proceedings and will take part in the discussions leading up to the decision of the Commission. State commissioners, in proceedings of this sort, act in an advisory capacity to the Interstate Commerce Commission, but the ultimate decision is the decision of the Interstate Commissioners. The Southeastern Association of Railroad and Utilities Commissioners, comprising the Railroad, Public Service or Utilities Commissions of the States of Alabama, Florida, Georgia, Louisiana, Mississippi, North Carolina, South Carolina and Tennessee, actively participated in these proceedings and took the following position:

1. That the present high class rate and classification structure applying within the South does not serve the needs of commerce, has completely collapsed, and is unlawful.
2. That the present class rate structure applying between the South and other sections, or rate territories, does not serve the needs of commerce, discriminates against the South and retards its industrial development and is unlawful.
3. That the class rate structure now existing within the South and between the South and other sections, or rate territories, is unjust, unreasonable and unduly discriminatory in violation of Sections 1 and 3 of the Interstate Commerce Act.
4. That the cost of transportation in the South requires that the class rates and ratings within, and to and from the South should be no higher than within Official Territory.
5. That Official and Southern Territories should be considered one territory for rate making purposes wherein one uniform maximum first class rate scale should be established subject to one classification.
6. That classification ratings should be stated in percentages (or multiples) of the first class rate.
7. That the Docket No. 15879, Appendix E, first class scale, as increased under Docket Ex Parte 123, is sufficiently high, and is adaptable for general application in Southern Territory and that, pending establishment of a uniform classification, the Official Classification should be applied in the said territory.

In I & S Docket No. 4779, et al.,—Livestock to and from the South—the Interstate Commerce Commission, in a report and order dated August 11, 1942, prescribed a single scale of joint and single line one-factor distance rates for carload movements of calves, hogs, sheep, lambs, goats and kids, in double-deck cars, and cattle, fit for slaughter, between points in Southern Territory and from points in Southern Territory to points in Official Territory. Rates on calves and hogs in single-deck cars, and sheep and goats in single deck-cars, were prescribed on the basis of 115% and 125% respectively, of the rates for movements of those animals in double-deck cars. Rates on stocker and feeder cattle were prescribed on the basis of 90% of the rates for livestock fit for slaughter and bedding charges of \$1.10 for single-deck and \$1.65 for double-deck cars were ordered. From Western District to destinations in Southern Territory and through that territory to Official Territory via the lower Mississippi River Crossings, rates made by combining proportional rates prescribed for application in Western District from origin to east-bank Mississippi River Crossings, without additional charge for crossing the River, with proportional rates from the east-bank Mississippi River Crossings made by deducting 2c from the basic scale prescribed for movements within Southern Territory, except that no rate shall be thus reduced below 16c, were also prescribed. The report and order also provided transit privileges on edible livestock in Southern Territory and at Ohio River Markets for trying the market, and in Southern Territory for feeding and grazing in transit (except hogs). The rates, charges, and transit privileges prescribed in this proceeding were originally ordered to be made effective December 1, 1942, but several postponements made them actually available to shippers and receivers as of February 1, 1943. Some modifications of the original order to take care of movements by water across the New York Harbor and to allow reasonable origin and destination groupings have been, or will be, made. It is expected that the adjustments resulting from this proceeding will serve as a considerable stimulus to the Livestock Industry in the South.

In I & S Docket No. M-2011—Cotton Piece Goods, etc., from Southern to Eastern Points—motor common carriers parties to joint tariffs MF-ICC No. 247 of the Southern Motor Carriers Rate Conference and MF-ICC No. 87 of R. S. Cooper, Agent,

Motor Carriers Traffic Association, by schedules filed to become effective May 5, 1942, proposed increased any-quantity commodity rates on finished and unfinished cotton piece goods and related commodities, dry goods, hosiery, knit goods, and yarn from numerous points in nine Southern States (including South Carolina) to Baltimore, New York, Philadelphia and Washington. Upon protests filed by the Office of Price Administration, certain cotton mills in the affected states, associations of cotton manufacturers, and State Regulatory Commissions, the schedules were suspended until December 15, 1942, and the effective date thereof was voluntarily postponed indefinitely by the respondent motor carriers pending determination of the issues by the Interstate Commerce Commission. Hearing was conducted in Washington beginning November 30, 1942 and a representative of this Commission appeared and testified in opposition to the proposed increases. On March 3, 1943, the Interstate Commerce Commission served its report and recommended order, which subsequently became the order of the Commission, in which the proposed increases were found not shown to be just and reasonable and the suspended schedules were ordered cancelled.

In Docket No. 28746 and Sub 1—The Public Service Commission of South Carolina v. Railroads—involving joint through rates between stations on the Saluda Motor Lines and C & P Transportation Company, on the one hand, and stations served by railroads in Official Territory, on the other hand, the rail carriers have agreed to voluntarily satisfy the complaint by establishing joint rail-motor through rates on the same basis as existed just prior to abandonment of the Augusta Northern Railway and the Chesterfield & Lancaster Railway, which the motor lines replaced. Rates are now in process of publication.

In Ex Parte No. 148, reopened, the Interstate Commerce Commission, on further consideration, suspended from May 15, 1943, until January 1, 1944, the increases in rail freight rates and charges (6% on commodities generally and 3% on farm products) authorized in its report and order of March 2, 1942. This Commission had authorized similar increases upon intrastate rail traffic, but upon our handling the matter with the railroads the South Carolina lines agreed to voluntarily suspend the intrastate increases in the manner and to the extent required on inter-

state traffic by order of the Interstate Commerce Commission dated April 6, 1943, which made formal action unnecessary.

In I & S Docket No. 5189—Class Rates between Port Wentworth, Georgia, and stations on the Charleston and Western Carolina Railway southeast of Coosaw to the end of the line at Port Royal, South Carolina—the carriers sought to put into effect increased rate base numbers which would have resulted in increased first class and related rates between Port Wentworth and points along the line of the C&WC southeast of Coosaw to Port Royal. These rates are published under the group method and Port Wentworth is in the Savannah Group while the C&WC stations involved are in the Coosaw Group. Actual distance from Port Wentworth to the affected stations via the route of the S&A to Savannah—ACL to Yemassee—C&WC exceeds the circuitry limitations under which the Savannah-Coosaw first class rate will apply, although the route of the S&A Savannah—SAL Coosaw—C&WC is well within circuitry limitations. A representative of the Commission appeared before the Interstate Commerce Commission when the case was heard and protested the proposed change, contending that the circuitry of the ACL-C&WC family line route should not cause rate increases via routes well within the circuitry limitations. The decision of the Interstate Commerce Commission has not yet been rendered.

RATE APPLICATIONS

During the year ending June 30, 1943, the Commission handled upon its informal docket a total of 275 applications dealing with matters concerning rail and motor carrier rates, rules, classifications and services. There were 154 rail applications and 121 motor carrier applications. Each such application has had the careful consideration of the Commission and its staff. Rate applications, for the most part, sought authority from the Commission to publish, file and put into effect tariff changes resulting in reduction of charges, either through the medium of broadened commodity descriptions, liberalization of packing requirements, reduced classification ratings, or in direct reduction of the rates themselves. Due to the war, a scarcity of many materials entering into the manufacture of shipping containers has developed and has made necessary the substitution of other less critically needed materials. Hence, penalties that formerly applied for

use of unauthorized containers, or non-compliance with packing requirements, have been lessened through the liberalization of requirements. Substitutes for many scarce articles have been developed and commodity descriptions have been broadened so as to allow these substitute materials to move under rates and ratings already provided for the articles they replace or supplant. Applications proposing substantial increases in rates or charges have been placed on the formal docket and assigned for public hearings to afford interested parties full opportunity to express their views relative to the proposed changes. Increased operating costs which have confronted carriers of property and passengers have made necessary some upward revisions of rates, fares and charges in order to maintain such carriers in solvent financial condition and assure the continuation of their services, now more urgently needed than at any time for years past, but in the concerted efforts to control further economic inflation these increases have been allowed only when fully justified.

EXPRESS COMPANIES

Under Docket No. 1955, Order No. 2744 issued January 30, 1942, the Commission authorized the Railway Express Agency to apply to South Carolina intrastate traffic a 10c emergency charge on less-carload shipments moving on first class rates, or multiples thereof, second class and third class rates and on less-carload money shipments. A similar charge had already been authorized by the Interstate Commerce Commission on interstate traffic. Subsequently, the Interstate Commerce Commission suspended until August 20, 1942, the collection of the emergency charge on express shipments other than those subject to first, second and third class rates—also money rates—and entered upon an investigation in I & S Docket No. 5100. The suspension was extended to November 18, 1942, unless otherwise ordered. After a series of hearings held at different places throughout the United States the Interstate Commerce Commission by order dated September 8, 1942, vacated the order of suspension as of October 1, 1942, and thereby authorized the collection of the emergency charge of 10c per shipment on express traffic subject to commodity rates related to the standard class express rates, also classification and special rates other than first, second and third

class rates and rates on money. This Commission authorized a similar emergency charge for intrastate shipments.

Authority was granted the Railway Express Agency to publish, file and put into effect intrastate in South Carolina Official Express Classification No. 33 which superseded Official Express Classification No. 32.

Authority was granted the Railway Express Agency to discontinue several agencies at points where the rail carriers had already discontinued their agencies.

ACCIDENTS

Appended hereto is a table showing accidents to persons resulting from the movement of railroad trains, locomotives and cars and from other causes in connection with the railroads in the State of South Carolina for the year ending December 31, 1942.

LEGISLATION

Informal discussions, from time to time during the past year, with shippers, carriers and other interests throughout the State have indicated to the Commission that there is substantial agreement among these interests to the effect that portions of the regulatory phases of our railroad law are somewhat in need of revision, clarification, simplification and modernization. Most of the regulatory phases of the railroad law of the State were written and adopted at a time when transportation of persons and property for any considerable distance was largely by railroad. With the advent of the automobile and truck and subsequent construction of improved highways throughout the State, and, more recently, with the rapid development of passenger and freight service by airplane, the monopolistic characteristics of railroad transportation have very materially diminished and there now exists no particular method of transportation which is wholly unaffected by competition. Although the regulation of intrastate commerce is not among the powers conferred upon the Congress under Article I, Section VIII, of the Constitution of the United States of America, and is, therefore, a power reserved to the State, or its people, under the provisions of the Tenth Article of Amendment to the Constitution, nevertheless, Congress has empowered the Interstate Commerce Commission

to remove serious disparities between intrastate and interstate rates, fares, charges, classifications, regulations or practices found to result in undue or unreasonable advantage, preference, or prejudice as between persons or localities in intrastate commerce on the one hand and interstate or foreign commerce on the other hand, or any undue, unreasonable, or unjust discrimination against interstate or foreign commerce. With this in mind, the Commission is of the opinion that the regulatory phases of our railroad law might well be brought into closer harmony with the Interstate Commerce Act, Part I, so that in exercising regulatory authority over railroads engaged in intrastate commerce in South Carolina the Commission could act under legislative directions substantially in accord with interstate law.

It is the purpose of the Commission to initiate conferences, beginning in September of 1943, with shipper and railroad representatives and members of the Commission and its staff in attendance, the objective of which will be to reach agreement as to what changes in the railroad law should be made; what simplification could be effected; what clarification of duties, powers, and restrictions could be made; and to what extent state and interstate law could and should be harmonized. From these conferences, the Commission hopes and expects to be able to submit to the General Assembly, for its consideration upon convening in January of 1944 and for such action thereupon as the Assembly deems appropriate and necessary, recommendations concerning changes in the regulatory phases of the railroad law of the State.

CITY BUS TRANSPORTATION

The number of passengers carried by utilities furnishing city bus transportation in South Carolina has continued to increase until it has reached an all-time high, thereby causing very badly congested conditions at a number of places. In Anderson, Charleston, Columbia, Greenville and Spartanburg, formerly having electric street railway service, the buses of the Duke Power Company, the South Carolina Electric & Gas Company and the South Carolina Power Company handled 56,979,817 passengers in 1942 as against 28,443,664 in 1941. These companies were operating 155 buses December 31, 1941, and 266 December 31, 1942.

Orders of the War Production Board have severely restricted the purchase of buses and prevented the operating companies from securing sufficient equipment to relieve crowded conditions, but, as a whole, the traveling public has accepted these inconveniences as its contribution to the war effort and has made very few complaints to the Commission. Very few changes and extensions in bus service were made during the fiscal year 1942-43.

TELEPHONE COMPANIES

Telephone service and plant extensions for non-essential users were drastically restricted by Orders of the War Production Board during the year 1942, but the need of telephone service by essential users in and near war activity centers together with some additions in unrestricted areas have been responsible for a comparatively large increase in the number of telephones in service in South Carolina on December 31, 1942. Company owned stations increased from 97,700 on December 31, 1941, to 107,556 on December 31, 1942, or an increase of 9.86%. Individually owned telephones, including farmers' lines, added to the above figure, shows more than 111,000 telephones in use in South Carolina December 31, 1942, not including several mutually owned telephone companies.

Toll telephone circuits are still badly congested regardless of repeated requests that users of long distance service limit the number and length of their calls as nearly as possible to essential uses. This service is much slower than the public has been accustomed to, but a large majority of telephone users are accepting it as necessary to allow for the large increase in official business calls being handled for the armed forces and government agencies and have made very few complaints to the Commission.

The National Association of Railroad and Utilities Commissioners, of which organization this Commission is a member, appointed a committee to work with a similar committee from the Federal Communications Commission to investigate and study the divisions of toll telephone revenues between the American Telephone & Telegraph Company and its subsidiary companies. These subsidiaries, together with independent companies, originate and terminate a very large per cent of the toll business of the parent company and receive commissions and prorate there-

for. The American Company furnishes the connecting lines for a large part of the interstate business.

After a thorough investigation the joint committee arrived at the conclusion that the American Company was not allowing the operating companies a proper share of toll revenues thereby making a higher rate of return on its investment in telephone properties than was permitted to its subsidiaries.

The matter was finally set for hearing before a joint board of State and Federal Commissioners in order to give all interested parties an opportunity to be heard. The Chief Engineer of the Commission attended this hearing and later took part in conferences between representatives of State and Federal Commissions and of the American Telephone & Telegraph Company. The final results of all of which were reductions in interstate telephone rates and charges that will produce annual savings of approximately \$34,700,000 to interstate toll telephone users in the United States and in increased commissions and prorates from the American Company to its subsidiary and connecting companies of approximately \$22,000,000 per year. These figures are based on 1942 business and will be materially increased in 1943 on account of the large increase in toll revenues. This latter amount has been prorated to the various subsidiaries of the American Company and is now being prorated to the individual states to be used as a basis for intrastate rate reductions. Of the \$34,700,000 general reduction in interstate private line and overtime rates and charges the toll telephone users in South Carolina will benefit to the amount of approximately \$275,000 annually and in addition will receive the benefit of substantial reductions in intrastate rates.

TELEGRAPH COMPANIES

The telegraph companies operating in South Carolina handled an unusually large number of messages during the fiscal year 1942-43, and while the speed of this service has not been up to the usual standard the Commission has received very few complaints and those received were handled and adjusted without formal hearings. The use of critical materials have been so severely restricted that extensions of service have been limited principally to war activities.

GAS UTILITIES

The number of customers of gas utilities operating in South Carolina continued to increase during the year of 1942, especially in areas adjacent to large war activities. The War Production Board has held the use of critical materials for gas line extensions to a minimum, which has reduced to some extent the number of customers that could have been added.

All complaints received by the Commission were adjusted without formal hearings. About the usual number of gas meters were tested by a representative of the Commission during the year.

WATER UTILITIES

During the fiscal year 1942-43 there were twelve privately owned water utilities operating in South Carolina, the majority of which are very small, located at small beach resorts and in suburban developments. Two complaints to the Commission required formal hearings and Orders, one from Pawley's Island and the other from suburban Columbia. A number of other complaints were received by the Commission and adjusted without formal hearings.

SUMMARY OF REDUCTIONS IN GAS, TELEPHONE AND WATER RATES AND CITY BUS FARES OBTAINED BY THE PUBLIC SERVICE COMMISSION FROM JANUARY 1, 1932 TO JUNE 30, 1943.

Fiscal Year	City Bus	Gas	Telephone	Water	Total	Savings to Customers for Fiscal Year
1932	\$9,516.00	.....	.....	\$9,516.00	\$4,758.00
1-1-33 to 6-30-34	26,000.00	.....	.....	26,000.00	22,516.00
1934-35	60,000.00	\$160,000.00	.....	220,000.00	145,516.00
1935-36	46,000.00	25,000.00	.....	71,000.00	282,682.00
1936-37	47,300.00	30,000.00	.....	77,300.00	673,106.00
1937-38	\$35,150.00	12,400.00	177,659.00	\$2,000.00	227,209.00	526,557.00
1938-39	28,800.00	1,309.00	2,200.00	32,309.00	639,105.00
1939-40	1,900.00	35,000.00	.....	36,900.00	664,131.00
1940-41	1,500.00	25,000.00	.....	26,500.00	701,253.00
1941-42	726,734.00
1942-43	275,000.00	.....	275,000.00	818,399.00
Totals	\$35,150.00	\$233,416.00	\$728,968.00	\$4,200.00	1,001,734.00	\$4,904,757.00

Appropriations for this department for above period\$36,716.00
Savings to customers per dollar appropriated 133.59

MOTOR TRANSPORT DIVISION

The work of this Division is to enforce the Motor Vehicle Carriers' Law of the State, Chapter 162, Code of Laws of South Carolina, 1942, as amended. The law provides for the regulations, supervision, and control of persons, firms, corporations, etc., operating motor vehicles used in the business of transporting persons or property for compensation over the highways of the State, and imposes license fees to cover the cost of administration of the law.

With the growth of the motor carrier industry in this State, together with the better enforcement of the Motor Carrier Law made possible by increased enforcement facilities, the work of this Division has rapidly increased, as evidenced by revenue receipts as shown in the following:

March 10 through December 31, 1928	\$ 15,200.60
Calendar year 1929	20,845.99
Calendar year 1930	39,013.32
Calendar year 1931	57,310.17
Calendar year 1932	57,471.26
Calendar year 1933	63,951.14
Calendar year 1934	81,300.07
Calendar year 1935	87,881.71
Calendar year 1936	125,498.75
Fiscal year 1934-1935	86,060.40
Fiscal year 1935-1936	103,841.91
Fiscal year 1936-1937	155,945.57
Fiscal year 1937-1938	212,950.38
Fiscal year 1938-1939	254,590.53
Fiscal year 1939-1940	250,728.20
Fiscal year 1940-1941	281,796.84
Fiscal year 1941-1942	304,648.97
Fiscal year 1942-1943	387,572.37

During the period of this report 260 public hearings were held in connection with motor transportation matters. The Commission handled two applications for regular route bus certificates, covering 115 miles of highway, both of which were granted; 127 applications for emergency bus certificates (for transportation of defense workers during the present emergency) for 6,808.2 miles of highway, 123 of which were granted for 6,619.2, and four

denied for 189 miles of highway; four applications for motor freight certificates, for 81 miles of highway, three of which were granted for 65 miles of highway, and one for 16 miles of highway denied; and 117 applications for Modified Class D Certificates (authorizing motor freight service over irregular routes) 134 of which were granted and three denied. Six of these public hearings were held in connection with the transfers of certificates.

In addition to the hearings held in connection with the applications for certificates, and transfers, a number of conferences and 14 hearings were held in connection with schedules, bus station matters, enforcement of rules, etc.

Lists of Certificates of Public Convenience and Necessity now in effect, and statements showing receipts, disbursements, and expenses incurred in connection with the administration of the Motor Vehicle Carriers' Law, will be found in Part II of this report.

Respectfully submitted,

JAMES W. WOLFE, *Chairman*

J. C. DARBY, *Vice-Chairman*

JOHN C. CONEY, *Commissioner*

JOSIAH J. EVANS, *Commissioner*

H. W. SCOTT, *Commissioner*

RUFUS M. NEWTON, *Commissioner*

WINCHESTER C. SMITH, *Commissioner*

MARY E. CARR, *Secretary*

PART II.

RAILROAD COMPANIES OPERATING IN SOUTH CAROLINA—JUNE 30, 1943

Name of Company	Officers	Official Address
Atlantic Coast Line Railroad	C. McD. Davis, President	Wilmington, N. C.
The Atlanta & Charlotte Air Line Railway	R. Randolph Hicks, President	New York, N. Y.
Blue Ridge Railway	Ernest E. Norris, President	Washington, D. C.
Bennettsville & Cheraw Railroad	M. H. Ramsey, Superintendent	Anderson, S. C.
Buffalo, Union-Carolina Railroad	O. L. Henry, President and General Manager	Bennettsville, S. C.
Carolina & Northwestern Railway	F. W. Symmes, President	Greenville, S. C.
Carolina Western Railroad	Ernest E. Norris, President	Washington, D. C.
Charleston & Western Carolina Railroad	T. H. Brice, President	Sumter, S. C.
Clinchfield Railroad Company	George B. Elliott, President	Wilmington, N. C.
Columbia, Newberry & Laurens Railroad	L. S. Jeffords, Superintendent	Augusta, Ga.
Georgia and Florida Railroad	L. H. Phetteplace, General Manager	Erwin, Tenn.
Greenville & Northern Railway	J. P. Taylor, President and General Manager	Columbia, S. C.
Hampton & Branchville Railroad	W. V. Griffin and H. W. Purvis, Receivers	Augusta, Ga.
Lancaster & Chester Railway	H. W. Purvis, Receiver and General Manager	Augusta, Ga.
Rockton & Rion Railway	Calvin Fentress, President	Chicago, Ill.
Seaboard Air Line Railway	W. Norris Lightsey, President	Hampton, S. C.
Southern Railway Company	A. P. McLure, President and General Manager	Lancaster, S. C.
Ware Shoals Railroad	H. G. Phillips, President	Rion, S. C.
	L. R. Powell, Jr. and Henry W. Anderson, Receivers	Norfolk, Va.
	W. L. Stanley, Chief Public Relations Officer	Atlanta, Ga.
	Ernest E. Norris, President	Washington, D. C.
	John L. Riegal, President	New York, N. Y.
	G. H. H. Emory, Vice-President	New York, N. Y.
TERMINAL COMPANIES		
Charleston Union Station Company	C. McD. Davis, President—W. D. McCraig, Comptroller	Wilmington, N. C.
Columbia Union Station Company	John B. Hyde, President—T. H. Seay, Comptroller	Washington, D. C.
North Charleston Terminal Company	John B. Hyde, President—T. H. Seay, Comptroller	Washington, D. C.
Port Utilities Commission of Charleston, S. C.	John D. Rooney, General Manager	Charleston, S. C.
ELECTRIC RAILWAYS		
Piedmont & Northern Railway	F. H. Cothran, President	Charlotte, N. C.

**MAIN LINE MILEAGE OF RAILROADS OPERATED IN SOUTH CAROLINA
DECEMBER 31, 1942.**

Name of Railroad Company	NUMBER OF MILES			
	At Beginning of Year January 1, 1942	Laid During Year	Discontinued During Year	Total at End of Year De- cember 31, 1942
Atlantic Coast Line Railroad Company	868.43	2.15**	2.14	868.44
*The Atlanta & Charlotte Air Line Railway Company..	.....	.....	.....	.....
Bennettsville & Cheraw Railroad Company	23.44	.....	.....	23.44
Blue Ridge Railway Company	44.20	.....	.....	44.20
Buffalo, Union-Carolina Railroad Company	19.20	.....	.....	19.20
Carolina & Northwestern Railway Company	37.00	.....	.....	37.00
Carolina Western Railroad Company	6.00	.....	1.50	4.50
Charleston & Western Carolina Railway Company	320.68	.....	.....	320.68
Clinchfield Railroad Company	18.087	.....	.....	18.087
Columbia, Newberry & Laurens Railroad Company	75.00	.....	.....	75.00
Georgia & Florida Railroad Company	56.43	.....	.....	56.43
Greenville & Northern Railway Company	19.234	.....	.....	19.234
Hampton & Branchville Railroad Company	47.67	.....	.....	47.67
Lancaster & Chester Railroad Company	28.905	.....	.....	28.905
Rockton & Rion Railway Company	12.00	.....	.....	12.00
Seaboard Air Line Railway Company	761.75	.....	5.05	756.70
Southern Railroad Company	891.53	.....	.....	891.53
Ware Shoals Railroad Company	5.00	.....	.....	5.00
TERMINAL COMPANIES				
Charleston Union Station Company .....	.....	.....	.....	.....
Columbia Union Station Company	1.66	.....	.....	1.66
North Charleston Terminal Company	11.23	.16	.....	11.39
The Port Utilities Commission of Charleston, S. C.	1.56	.....	.....	1.56
ELECTRIC RAILWAYS				
Piedmont & Northern Railway Company	129.55	.....	.....	129.55
TOTALS	3,378.556	2.31	8.69	3,372.276

*Included in Southern Railroad Company Report.

**Branches to Mills and Factories, purchased.

**ACCIDENTS TO PERSONS RESULTING FROM THE MOVEMENT OF RAILROAD TRAINS,
LOCOMOTIVES AND CARS AND FROM OTHER CAUSES IN CONNECTION WITH
THE RAILROADS IN STATE OF SOUTH CAROLINA FOR THE
YEAR ENDING DECEMBER 31, 1942.**

Name of Company	Pas- sengers		Em- ployees		Other Persons		Total	
	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured
Atlantic Coast Line Railroad Company	1	26	5	48	13	18	19	92
*The Atlanta & Charlotte Air Line Railway Co	0	0	0	0	0	0	0	0
Bennettsville & Cheraw Railroad Company	0	1	0	1	0	0	0	2
Blue Ridge Railway Company	0	0	0	0	0	0	0	0
Buffalo, Union-Carolina Railroad Company	0	0	0	1	0	0	0	1
Carolina & Northwestern Railway Company	0	0	0	0	2	5	3	0
Charleston & Western Carolina Railway Company	0	0	0	0	0	0	0	0
Clinchfield Railroad Company	0	0	0	1	0	1	0	2
Columbia, Newberry & Laurens Railroad Company ..	0	0	0	0	0	0	0	0
Georgia & Florida Railroad Company	0	0	0	1	0	1	0	2
Greenville & Northern Railway Company	0	0	0	1	0	1	0	2
Hampton & Branchville Railroad Company	0	0	0	0	0	0	0	0
Lancaster & Chester Railway Company	0	0	0	2	0	0	0	2
Rockton & Rion Railway Company	0	0	0	0	0	0	0	0
Seaboard Air Line Railway Company	0	35	0	189	11	57	11	281
Southern Railroad Company	0	9	1	103	34	48	35	160
Ware Shoals Railroad Company	0	0	0	0	0	0	0	0
TERMINAL COMPANIES								
Charleston Union Station Company	0	0	0	0	0	0	0	0
Columbia Union Station Company	0	0	0	0	0	0	0	0
North Charleston Terminal Company	0	0	0	0	0	0	0	0
The Port Utilities Commission of Charleston, S. C...	0	0	0	0	0	0	0	0
ELECTRIC RAILWAYS								
Piedmont & Northern Railway Company	0	1	1	3	4	5	5	9
TOTALS	1	72	7	350	67	132	75	554

*Included in Southern Railroad Company's figures.

EXPRESS COMPANIES OPERATING IN SOUTH CAROLINA JUNE 30, 1943

Name of Company	Officers	Official Address
Railway Express Agency, Inc.	L. O. Head, President	New York, N. Y.

CITY BUS TRANSPORTATION COMPANIES OPERATING IN SOUTH CAROLINA JUNE 30, 1943

Name of Company	Localities Served	Officers	Address
Duke Power Company	Anderson, Greenville and Spartanburg, S. C.	G. G. Allen, President	New York, N. Y.
South Carolina Electric & Gas Company	Columbia, S. C.	E. C. Marshall, Vice-President	Charlotte, N. C.
South Carolina Power Company	Charleston, S. C.	N. H. Coit, President	Columbia, S. C.
		E. L. Godshalk, President	Charleston, S. C.

GAS UTILITIES OPERATING IN SOUTH CAROLINA JUNE 30, 1943

Name of Utility	Localities Served	Managing Officer	Address
Anderson Gas and Utilities Company ..	Anderson, S. C.	Marion D. Lucas, President	Florence, S. C.
Atlanta Gas Light Company	Aiken, North Augusta, S. C.	J. W. McElderry, Manager	Augusta, Ga.
Duke Power Company	Chester, Greenville, Spartanburg, S. C.	E. C. Marshall, Vice-President	Charlotte, N. C.
Nixon Utilities	Cherry Grove Beach & Ingrams Beach	C. D. Nixon	Ocean Drive, S. C.
Rock Hill Gas Company	Rock Hill, S. C.	Chas. M. Sturkey, Manager	Rock Hill, S. C.
South Carolina Electric & Gas Company	Columbia, Darlington, Florence, S. C.	N. H. Coit, President	Columbia, S. C.
South Carolina Gas Company	Gaffney, S. C.	W. O. Croft, Manager	Hendersonville, N. C.
South Carolina Power Company	Charleston, S. C.	E. L. Godshalk, President	Charleston, S. C.
Sumter Gas and Power Company	Sumter, S. C.	Marion D. Lucas, President	Florence, S. C.

WATER UTILITIES OPERATING IN SOUTH CAROLINA JUNE 30, 1943

Name of Utility	Localities Served	Managing Officer	Address
Arden Water Supply Company	Arden, S. C.	D. H. Goldson, President	Columbia, S. C.
J. D. Brown	Brown Development	J. D. Brown	Anderson, S. C.
Carolina Utilities Company	Darlington, S. C.	J. R. Gilchrist, Manager	Darlington, S. C.
Crescent Beach Water Company	Crescent Beach, S. C.	Mrs. Estelle H. Haven, Owner	Ocean Drive, S. C.
Denny Terrace, Inc.	Denny Terrace	L. A. Denny	Columbia, S. C.
Duke Power Company	Anderson, S. C.	E. C. Marshall, Vice-President	Charlotte, N. C.
Frank Griffin	Belmont Terrace & Fouracres	Frank Griffin	Columbia, S. C.
Ocean Drive Light & Water Co., Inc. ..	Ocean Drive Beach, S. C.	L. H. White, Pres. and Treas.	Ocean Drive, S. C.
Nixon Utilities	Cherry Grove Beach, Ingram's Beach..	C. D. Nixon	Ocean Drive, S. C.
Pawley's Island Water Works	Pawley's Island, S. C.	W. L. Thompson, Owner	Pawley's Island, S. C.
Peoples Water Service Company	Allendale, St. George, Walterboro, S. C.	A. J. Lucas, Manager	Walterboro, S. C.
Winter Park, Inc.	Winter Park	W. D. Winter	Columbia, S. C.

TELEGRAPH COMPANIES OPERATING IN SOUTH CAROLINA JUNE 30, 1943

Name of Company	Officers	Address
Postal Telegraph-Cable Company	E. F. Chinlund, President	157 Chambers St., New York, N. Y.
The Western Union Telegraph Company	A. N. Williams, President	60 Hudson St., New York, N. Y.

TELEPHONE COMPANIES OPERATING IN SOUTH CAROLINA JUNE 30, 1943

Name of Company	Exchanges	Managing Officer	Address
American Telephone & Telegraph Co.	Long Distance Only	Theodore G. Miller, President	New York, N. Y.
Bolen Telephone Company	Wagener, S. C.	A. O. Bolen, Manager	Swansea, S. C.
Bowman Telephone Company	Bowman, S. C.	A. L. Felder, Manager	Bowman, S. C.
Cameron Telephone Company	Cameron, S. C.	N. H. Bull, Owner	Cameron, S. C.
Campobello Telephone Company	Campobello, S. C.	J. H. Bishop, Proprietor	Campobello, S. C.
Cassels Telephone Company	Ellenton, S. C.	W. B. Cassels, Proprietor	Ellenton, S. C.
Central Telephone Company	Central, S. C.	T. A. Folger, President	Central, S. C.
Central Carolina Telephone Company	Beaufort, Branchville, Chesterfield, Estill, Hampton, Holly Hill, Mc- Bee, Pageland, Ridgeland, S. C.	Norman M. Shenk, General Manager	Southern Pines, N. C.
Chesnee Telephone Company	Chesnee, S. C.	H. W. Askins, Manager	Chesnee, S. C.
Chester Telephone Company	Chester, S. C.	J. M. Bell, Manager	Chester, S. C.
Citizens Telephone Company	Lexington, S. C.	S. B. George, Manager	Lexington, S. C.
Coastal Telephone Company	Loris, S. C.	E. E. Prince, Owner	Loris, S. C.
Cope Telephone Company	Cope, S. C.	James L. Wilkes, Proprietor	Cope, S. C.
Due West Telephone Company	Due West, S. C.	G. Henry Bowie, Manager	Due West, S. C.
Edisto Telephone Company	North & Springfield, S. C.	B. L. Bolen, Manager	Williston, S. C.
Elloree Telephone Company	Elloree, S. C.	Mrs. J. P. Ruple, Manager	Elloree, S. C.
Eutawville Telephone Company	Eutawville, S. C.	George W. Creech, Manager	Eutawville, S. C.
Fairfax Telephone System	Fairfax, Ehrhardt, Yemassee, S. C.	G. D. Bigbee, Manager	Fairfax, S. C.
Fort Mill Telephone Company	Fort Mill, S. C.	F. S. Barnes, President	Rock Hill, S. C.
Gray Court Telephone Company	Gray Court, S. C.	J. B. Owings, Proprietor	Gray Court, S. C.
Great Falls Telephone Company	Great Falls, S. C.	F. E. Vantine, Treasurer	Great Falls, S. C.
Greeleyville Telephone Company	Greeleyville, S. C.	W. B. Browder, Manager	Greeleyville, S. C.
Greenwood Telephone Company	Greenwood, S. C.	C. B. Barksdale, President	Greenwood, S. C.
Heath Springs Telephone Company	Heath Springs, S. C.	E. C. Bridges, President	Heath Springs, S. C.
Home Telephone Company	Cross Hill, S. C.	C. B. Barksdale, President	Greenwood, S. C.
Home Telephone Company	Norway, S. C.	J. C. Williams, Manager	Norway, S. C.
Home Telephone Company	Moncks Corner, S. C.	Mrs. Mary D. Briscoe, Manager	Moncks Corner, S. C.
Independent Telephone Company	Lake City, S. C.	W. Lee Flowers, Secretary	Lake City, S. C.
Independent Telephone Company	Ninety Six, S. C.	W. B. Jeter, Secretary	Ninety Six, S. C.
Independent Telephone Exchange	Pinewood, S. C.	T. B. Smith, Proprietor	Pinewood, S. C.
Inman Telephone Exchange	Inman, S. C.	R. D. Hicks, Proprietor	Inman, S. C.
Island Telephone Company	Martins Point, S. C.	Catherine T. VonKolnitz, Secretary	Charleston, S. C.
Kershaw Telephone Company	Kershaw, S. C.	H. L. McPherson, Treasurer	Kershaw, S. C.
Lancaster Telephone Company	Lancaster, S. C.	J. Carter Thomasson, Secretary	Lancaster, S. C.
Mayesville Telephone Company	Mayesville, S. C.	N. W. James, Manager	Mayesville, S. C.

Monarch Mills Telephone Company	Lockhart, S. C.	J. Roy Fant, Ass't Treasurer	Lockhart, S. C.
Polk County Telephone Company	Landrum, S. C.	R. H. Brady, Secretary	Tryon, N. C.
Pond Branch Telephone Company	Gilbert, S. C.	Ernest F. Smith, Manager	Gilbert, S. C.
Ridge Spring Telephone Company	Ridge Spring, S. C.	J. W. McCartha, Manager	Ridge Spring, S. C.
Ridgeway Telephone Company	Ridgeway, S. C.	D. W. Ruff, Manager	Ridgeway, S. C.
Rock Hill Telephone Company	Rock Hill, S. C.	F. S. Barnes, Vice-President	Rock Hill, S. C.
Saluda Telephone Company	Saluda, S. C.	C. B. Barksdale, President	Greenwood, S. C.
Seacoast Telephone Company	Andrews, Georgetown, Myrtle Beach, S. C.	E. T. Campbell, Treasurer	Georgetown, S. C.
Simpsonville Telephone Company	Simpsonville, S. C.	Lucy S. Black, Owner	Simpsonville, S. C.
Southern Bell Tel. & Tel. Company	Aiken, Allendale, Anderson, Bamberg, Barnwell, Batesburg, Belton, Ben- nettville, Blacksburg, Blackville, Blenheim, Camden, Charleston, Cheraw, Clemson College, Clinton, Clio, Clover, Columbia, Cowpens, Darlington, Denmark, Dillon, Easley, Edgefield, Florence, Gaffney, Gran- iteville, Greenville, Greer, Hartsville, Hickory Grove, Honea Path, John- ston, Jonesville, Latta, Leesville, Liberty, Marion, McColl, Mt. Pleas- ant, Mullins, Newberry, Orange- burg, Pelzer, Pendleton, Pickens, Piedmont, Prosperity, Seneca, Spar- tanburg, St. George, Summerville, Timmons ville, Union, Walhalla, Westminster, Whitmire, William- ston, York, S. C.	H. S. Dumas, President	Atlanta, Ga.
S. C. Continental Telephone Company ..	Abbeville, Bishopville, Calhoun Falls, Conway, Fountain Inn, Kingstree, Lake City, Lamar, Laurens, Man- ning, McCormick, Olanta, Summerr- ton, Sumter, Winnsboro, Woodruff, Walterboro, S. C.	S. B. Green, General Manager	Sumter, S. C.
St. Matthews Telephone Company	St. Matthews, S. C.	Mrs. D. A. Stack, Manager	St. Matthews, S. C.
Starr Telephone Company	Starr, S. C.	A. G. Thompson, Proprietor	Starr, S. C.
Swansea Telephone Company	Swansea, S. C.	A. O. Bolen, Manager	Swansea, S. C.
Trenton Telephone Company	Trenton, S. C.	B. L. Bolen, Manager	Williston, S. C.
Ware Shoals Mfg. Company	Ware Shoals, S. C.	C. P. Thompson, Vice-President	Ware Shoals, S. C.
Williston Telephone Company	Williston, S. C.	Louise B. Wham, Secretary	Blackville, S. C.

**LIST OF CERTIFICATES OF PUBLIC CONVENIENCE AND
NECESSITY IN EFFECT IN SOUTH CAROLINA
JUNE 30, 1943**

Class A

(Authorizing the transportation of passengers over regular route upon regular schedule).

Cert. No.	Name of Operator	Operating Between
23D	Atlantic Greyhound Corporation, Charleston, W. Va.	Greenville, S. C., and Anderson, S. C., over State Highway No. 81.
45C	" " "	Anderson, S. C., and S. C.-Ga. State Line, over U. S. Highway No. 29.
77A	" " "	Orangeburg, S. C., and Columbia, S. C., via North and Swansea.
135A	" " "	Columbia, S. C., and Georgetown, S. C., via Sumter, Manning and Kingstree, S. C., over U. S. Highways Nos. 76 and 521.
142	" " "	N. C.-S. C. State Line and Charleston, S. C., via Little River, Myrtle Beach, Conway, Georgetown and McClellanville, over U. S. Highways Nos. 17, 501 and 17.
143	" " "	N. C.-S. C. State Line and S. C.-Ga. State Line, via Bennettsville, Society Hill, Darlington, Florence, Lake City, Kingstree, Charleston, Walterboro and Ridgeland, S. C., over U. S. Highways Nos. 15, 52 and 17.
144	" " "	N. C.-S. C. State Line and S. C.-Ga. State Line, via Cheraw, Society Hill, Hartsville, Bishopville, Sumter, Manning, Summerton, St. George, Walterboro and Ridgeland, S. C., over U. S. Highways Nos. 1, 52, 521, 301, 15 and 17.
145	" " "	N. C.-S. C. State Line and S. C.-Ga. State Line, via Lancaster, Kershaw, Camden, Sumter, Manning, Summerton, St. George, Walterboro and Ridgeland, and via Rock Hill and Fort Lawn, Lancaster and Camden.

Cert. No.	Name of Operator	Operating Between
146	" " "	N. C.-S. C. State Line and S. C.-Ga. State Line, via Cheraw, McBee, Camden, Columbia, Lexington and Aiken, S. C., over U. S. Highway No. 1.
147	" " "	N. C.-S. C. State Line and S. C.-Ga. State Line, via Fort Mill, Rock Hill, Chester, Winnsboro, Ridgeway, Columbia, Lexington, Leesville, Batesburg, Ward, Johnston and Aiken; and via Johnston, Edgefield and Aiken.
148	" " "	N. C.-S. C. State Line and S. C.-Ga. State Line, via Traveler's Rest, Greenville, Ware Shoals, Greenwood, Edgefield, S. C.; and via Greenwood and McCormick, S. C.
149	" " "	N. C.-S. C. State Line and S. C.-Ga. State Line, via Gaffney, Spartanburg, Greer, Greenville, Easley, Liberty, Clemson College, Seneca and Westminster, S. C., and via Easley, Pickens and Liberty, S. C.
150	" " "	Charleston, S. C. and S. C.-N. C. State Line, via Summerville, Rosinville, Orangeburg, St. Matthews, Columbia, Newberry, Clinton, Laurens, Fountain Inn, Greenville and Travelers Rest, S. C.
151	" " "	Columbia and Florence, S. C., via Sumter, Mayesville and Timmons-ville, S. C., over U. S. Highway No. 76.
152	" " "	Columbia and Florence, S. C., via Bishopville, Hartsville, and Darlington, S. C., over U. S. Highway No. 1, State Highways Nos. 34, 15, and 35, and U. S. Highway No. 52.
153	" " "	Myrtle Beach and Georgetown, S. C., via Murrells Inlet, over U. S. Highway No. 17.

Cert. No.	Name of Operator	Operating Between
154A	" " "	Yemassee, S. C., and Parris Island, S. C., via Burton, Beaufort and Port Royal, over U. S. Highway No. 21 and State Highways Nos. 281 and 280.
155A	" " "	Cheraw and Bennettsville, S. C., over State Highway No. 9.
156A	" " "	North and Hardeeville, S. C., via Neeses, Norway, Denmark, Olar, Ulmers, Sycamore, Fairfax, Estill, Garnett and Tillman, over State Highway No. 5.
159	" " "	Ridgeway and Rock Hill, S. C., via Great Falls and Fort Lawn, over State Highway No. 5.
165	" " "	Columbia and Aiken, S. C., via Edmund, Pelion and Wagener, over U. S. No. 1, State Highway No. 3 and 215, and U. S. Highway No. 78.
167	" " "	Sumter and Manning, S. C., via Paxville, over U. S. Highway No. 15 and State Highway No. 26; and between Sumter and Summerton, S. C., via Paxville, over U. S. Highway No. 15.
168	" " "	Columbia and Charleston, S. C., via St. Matthews and Holly Hill, over State Highways Nos. 2, 45, 2 and 31, and U. S. Highway No. 52.
170	" " "	McCormick, S. C. and the Intersection of State Highway No. 43 and U. S. Highway No. 25.
*173	" " "	Charleston, S. C. and the South Carolina-Georgia State Line (Savannah, Ga.) via Rantowles and Gardens Corner, over U. S. Highway No. 17.
179	" " "	Columbia and McCormick, S. C., via Lexington and Saluda, over State Highway No. 43.

Cert. No.	Name of Operator	Operating Between
185	" " "	The Intersection of U. S. Highway No. 521 and State Highway No. 261, and the Intersection of U. S. Highway No. 52 and State Highway No. 171, via Greeleyville, S. C., over State Highway No. 261.
205	" " "	Orangeburg and Walterboro, S. C., via Rowesville, Branchville, Smoaks and Ruffin, over U. S. Highway No. 21 and State Highway No. 64.
206	" " "	Columbia, S. C. and S. C.-Ga. State Line, via Lexington, Leesville, Batesburg, Saluda, Greenwood, Abbeville and Calhoun Falls, S. C., and also over State Highway No. 43 from Lexington to Saluda.
209	" " "	Sumter and Stateburg, S. C., via Wedgefield, S. C., over State Highways Nos. 763 and 261.
210	" " "	The intersection of U. S. Highway No. 76 and a County Road into Eastover, S. C., and the intersection of State Highway No. 263 and U. S. Highway No. 76, via Eastover, S. C., over County Road and State Highway No. 263.
239	" " "	The intersection of U. S. Highway No. 52 and State Highway No. 525, and Charleston, S. C., over S. C. Highway No. 525.
44B	Carolina Motor Bus Lines, Anderson, S. C.	Anderson and Walhalla, S. C., via Sandy Springs, Pendleton, Clemson College and Seneca, S. C.
66A	" " "	Anderson and Newberry, S. C., via Belton, Honea Path, Donalds, Due West, Abbeville, Greenwood, Ninety Six, Chappells and Silverstreet.
87B	" " "	Williamston and Greenville, S. C., via Pelzer and Piedmont, over U. S. Highway No. 29.

Cert. No.	Name of Operator	Operating Between
92A	" " "	Anderson and Williamston, S. C., over U. S. Highway No. 29.
158	" " "	Seneca and Abbeville, S. C., via Townville, Anderson and Antre- ville, over State Highways Nos. 131, 181, and 18.
160	" " "	Newberry and Lancaster, S. C., via Winnsboro and Great Falls, over State Highways Nos. 22 and 93
213	" " "	Donalds and Greenwood, S. C., via Hodges, over U. S. Highway No. 178.
214	" " "	Greenwood and Columbia, S. C., via Saluda, Batesburg, Leesville and Lexington, over U. S. Highways Nos. 178 and 1.
383	Carolina Scenic Coach Lines, A Partnership, Spartanburg, S. C.	The North Carolina-South Carolina State Line and Columbia, S. C., via Landrum, Campobello, Inman, Spartanburg, Cedar Springs, Pau- line, Glenn Springs, West Springs, Union, Santuc, Carlisle, Broad River, Salem, Monticello and Jenkinsville, over U. S. Highway No. 176 and State Highway No. 215; and between Salem and Book- man, S. C., via Winnsboro, over State Highway No. 22, U. S. High- way No. 21 and State Highway No. 269.
384	" " "	Spartanburg and Union, S. C., via Whitestone, Pacolet and Jonesville. over State Highways Nos. 9 and 11.
385	" " "	Jonesville, S. C. and the S. C.-N. C. State Line, via Pacolet and Gaffney, over State Highways Nos. 9 and 18.
386	" " "	S. C.-N. C. State Line and Green- wood, S. C., via Chesnee, Spartan- burg, Roebuck, Moore, Switzer, Laurens and Waterloo, over U. S. Highway No. 221 and State High- way No. 72.

Cert. No.	Name of Operator	Operating Between
387	" " "	Spartanburg, S. C. and the S. C.-Ga. State Line, via Pauline, Cross Anchor, Clinton, Mountville, Cross Hill, Chappells, Saluda, Johnston and Trenton, over U. S. Highway No. 176, State Highways Nos. 56, 72, 39 and 19, and U. S. Highway No. 25.
388	" " "	Clinton, S. C. and the S. C.-Ga. State Line (Augusta, Ga.), via Chappells, Saluda, Ward, Johnston, Eureka, Vacluse, Graniteville, and Warrenville, over State Highways Nos. 56, 39, 19, 193, 23 and 191, Aiken County Highway and U. S. Highway No. 1.
97B	Carolina Stages, Spartanburg, S. C.	Union and York, S. C., via Kelly, Lockhart and Sharon, S. C., over State Highways Nos. 11, 9 and 91.
138	" " "	Anderson and Rock Hill, S. C., via Belton, Honea Path, Princeton, Laurens, Clinton, Whitmire, Union, Lockhart, Chester, Richburg Junction, Lando and Edgemoor. (Restricted).
140	" " "	Lockhart and York, S. C., via Sharon, S. C., over State Highways Nos. 9, 91 and 5.
162A	" " "	Chester and Great Falls, S. C., via Wellridge, Simpson's Store and Rossville, S. C., over State Highway No. 97.
163	" " "	Columbia, S. C. and S. C.-N. C. State Line (Charlotte, N. C.), via Bookman, Rockton, Winnsboro, Great Falls, Fort Lawn, Lando, Edgemoor, Rock Hill and Fort Mill, S. C., over S. C. Highways 215, 22, 5, 901 and 211.

Cert. No.	Name of Operator	Operating Between
183	" " "	Greenville, S. C. and S. C.-N. C. State Line (Monroe, N. C.), via Pelham, Woodruff, Enoree, Cross Anchor, Union, Kelly, Lockhart, Chester, Fort Lawn and Lancaster, over County Highway, State Highway No. 101, U. S. Highway No. 221, State Highways 92 and 9, U. S. Highway No. 521 and State Highway No. 75.
184	" " "	Columbia and Winnsboro, S. C., via Rockton, over State Highway No. 218.
189	" " "	Laurens and Honea Path, S. C., via Ware Shoals.
190	" " "	Kelly and Jonesville, S. C., over State Highways Nos. 9 and 11.
193	" " "	Spartanburg, S. C. and the Junction of State Highways 296 and 101, near Pelham, S. C., via Reidville, over State Highway No. 296. (Restricted).
171A	Colonial Bus Lines, Charleston, S. C.	Charleston, S. C., and West Virginia Pulp and Paper Company's Plant. (Restricted).
175A	" " "	The intersection of Durant Avenue and State Highway No. 2 and the intersection of Cosgrove Avenue and Port Terminal Road, over State Highway No. 2 and Remount Road. (Restricted).
192A	" " "	The Junction of North Charleston Circle and Liberty Hill Road and the Junction of Liberty Hill Road and State Highway No. 2.
196	" " "	Summerville, S. C. and the Junction of State Highway No. 511 and U. S. Highway No. 17, via Moncks Corner and the Pinopolis Dam of the Santee-Cooper Project.

Cert. No.	Name of Operator	Operating Between
124	J. J. Cook, Iva, S. C.	Anderson, S. C., and Calhoun Falls, S. C., via Starr, Iva and Lowndesville, S. C.
7A	Eagle Bus Lines, Inc., Greenville, S. C.	Greenville and Columbia, S. C., via Simpsonville, Fountain Inn, Laurens, Clinton and Newberry, over U. S. Highways Nos. 76 and 276.
126A	" " "	Greenwood and Greenville, S. C., via Abbeville, Due West, Donalds, Honea Path, Belton, Williamston, Pelzer and Piedmont, over State Highway No. 20.
204	" " "	Intersection of U. S. Highway No. 76 and State Highway No. 60 and intersection of State Highway No. 62 and U. S. Highway No. 76, via Irmo, S. C. (Temporary).
57C	Gray Line Tours, Inc., Charleston, S. C.	Isle of Palms and Charleston, S. C., via Sullivans Island and Mt. Pleasant.
10	Inter-Carolinas Motor Bus Co., Inc., Gastonia, N. C.	(Gastonia) N. C.-S. C. Line and Rock Hill, S. C., via York and Clover.
70A	" " "	Whitmire and Greenwood, S. C., via Clinton, S. C., over State Highway No. 7.
76	" " "	York and Chester, S. C., over State Highway No. 16.
84A	" " "	Whitmire and Chester, S. C., via Carlisle, S. C., over State Highway No. 7.
90	" " "	York, S. C. and S. C.-N. C. State Line (Charlotte, N. C.), over State Highway No. 163.
111C	Pan - American Greyhound Lines, Inc., Charleston, W. Va.	Columbia, S. C., and the S. C.-Ga. State Line (Savannah, Ga.), via Swansea, Blackville, Barnwell, Allendale, Fairfax, Estill and Hardeeville, S. C., over State Highways Nos. 3, 28 and 5, and U. S. Highway No. 17.

Cert. No.	Name of Operator	Operating Between
*134A	" "	The S. C.-N. C. State Line (New York City) and the S. C.-Ga. State Line (Miami, Fla.), via Fort Mill, Rock Hill, Chester, Columbia, Barnwell and Fairfax, S. C., over U. S. Highways Nos. 21 and 17 and State Highways Nos. 5, 3 and 28.
195A	" "	The intersection of S. C. Highways Nos. 3 and 393 and Springfield, S. C., via Perry and Salley, S. C., over South Carolina Highways Nos. 393 and 39.
203A	" "	Springfield, S. C. and Blackville, S. C., via Williston and Elko, over State Highway No. 39 and U. S. Highway No. 78.
141A	Pee Dee Coach Line, Inc., Florence, S. C.	Florence, S. C. and Georgetown, S. C., via Evergreen, Hyman, Pamplico, Kingsburg, Johnsonville and Hemingway, over S. C. Highway No. 51 and U. S. Highway No. 701.
352	" "	Hemingway and Georgetown, S. C., via Cooper, Fowler, Kingstree, Andrews and Sampit, over State Highway No. 175 and U. S. Highway No. 521.
93	Queen City Coach Company, Charlotte, N. C.	Florence, S. C. and S. C.-N. C. State Line (Lumberton, N. C.), via Pee Dee Junction, Marion, Latta and Dillon, S. C., over U. S. Highways Nos. 17 and 217.
128	" "	Bennettsville, S. C. and S. C.-N. C. State Line (Wadesboro), via Cheraw, S. C., over U. S. Highway No. 601 and State Highway No. 9.
131B	" "	Cheraw, S. C. and Myrtle Beach, S. C. via Bennettsville, Society Hill, Hartsville, Darlington, Florence, Marion, Mullins and Conway.

Cert. No.	Name of Operator			Operating Between
132	"	"	"	Florence, S. C. and S. C.-N. C. State Line (Charlotte), via Darlington, Hartsville, McBee, Jefferson and Pageland, S. C., over U. S. Highway No. 601 and State Highway No. 35.
157	"	"	"	Marion, S. C. and S. C.-N. C. State Line (Lumberton, N. C.), via Mullins and Nichols, over U. S. Highway No. 76; and between Nichols and the S. C.-N. C. State Line, via Lake View.
161	"	"	"	Cheraw, S. C. and Lancaster, S. C., via Chesterfield, Ruby, Mt. Croghan and Pageland, S. C., over State Highway No. 9.
164	"	"	"	The N. C.-S. C. State Line (Monroe, N. C.) and Lancaster, S. C., over State Highway No. 93.
174	"	"	"	Conway, S. C. and Sumter, S. C., via Johnsonville, Lake City, Olanta and Turbeville, S. C.
176	"	"	"	Bennettsville, S. C., and Mullins, S. C., via Clio, Little Rock, Dillon, Floyd Dale and Fork, S. C., and all intermediate points or places, over State Highways Nos. 9 and 57.
186	"	"	"	Bennettsville, S. C. and S. C.-N. C. State Line (Hamlet, N. C.), over State Highway No. 38.
187	"	"	"	Bennettsville, S. C. and S. C.-N. C. State Line (Hamlet, N. C.), over State Highway No. 79.
208	"	"	"	Dillon, S. C. and Sumter, S. C., via Darlington, Lamar, Elliott and Oswego, and all other intermediate points and places, over State Highways Nos. 34 and 763.

Cert. No.	Name of Operator	Operating Between
212	" " "	From the junction of U. S. Highways 501 and 701 (near Conway, S. C.) to the N. C.-S. C. State Line (Tabor City, N. C.) via Loris, S. C., over U. S. Highway No. 701 and State Highways Nos. 9 and 904. Alternate Route: over U. S. Highway No. 701 and State Highway No. 9.
241	" " "	Florence, S. C. and Allendale, S. C., via Effingham, Olanta, Turbeville, Manning, Summerton, Parler, Ellore, Orangeburg, Bamberg, Ulmers and Sycamore, over U. S. Highways Nos. 52, 301 and 15; and State Highways Nos. 6, 47, 4, 33 and 331.
396	" " "	Orangeburg, S. C. and the S. C.-Ga. State Line (Augusta, Ga.), via Neeses, Springfield, and Williston, over State Highways Nos. 4 and 39, U. S. Highway No. 78 and State Highways Nos. 781 and 28.
133	Smoky Mountain Stages, Inc., Asheville, N. C.	Anderson, S. C. and S. C.-N. C. State Line (Asheville, N. C.), via Liberty and Pickens, over State Highway No. 14.
181	" " "	Greenville, S. C. and the S. C.-Ga. State Line (Highlands, N. C.), via Pickens and Walhalla, S. C., over County Highway from Greenville to Pickens, and thence over State Highways Nos. 183 and 28.
197	" " "	Clover, S. C. and the Junction of State Highways Nos. 59 and 49, over State Highway No. 59.
198	" " "	Anderson, S. C. and S. C.-Ga. State Line (Lavonia, Ga.), via Fair Play, over State Highways Nos. 80 and 182.

Cert. No.	Name of Operator	Operating Between
199	" " "	Anderson, S. C. and Fair Play, S. C., over State Highways Nos. 24 and 243.
201	" " "	Clinton, S. C. and S. C.-Ga. State Line (Augusta, Ga.), via Chap- pells, Saluda, Ward, Johnston, Eureka, Vacluse, Graniteville and Warrenville, S. C., over State Highways Nos. 56, 39, 19, 193, 23 and 191, Aiken County Highway and U. S. Highway No. 1. (Re- stricted).
335	" " "	York and Greenville, S. C., via Sharon, Lockhart, Union, Cross Keys, Cross Anchor and Woodruff, over State Highways Nos. 5, 91, 92, 146, 101, the Old Greenville- Woodruff Road, and State High- way No. 2. RESTRICTED: To interstate commerce only except be- tween Cross Anchor and Woodruff, over State Highway No. 46, a dis- tance of 13 miles, and between the intersection of State Highway 101 and the Old Greenville-Woodruff Road and Greenville, S. C., over County Highway, a distance of 15 miles and over State Highway No. 2, a distance of 3 miles.
102A	Southeastern Stages, Inc., Atlanta, Ga.	S. C.-Ga. State Line (Augusta, Ga.) and Charleston, S. C., via Aiken, Williston, Blackville, Denmark, Bamberg, Branchville, St. George and Summerville, S. C., over U. S. Highway No. 78.
109A	" " "	S. C.-Ga. State Line (Atlanta, Ga.), and S. C.-Ga. State Line (Savan- nah, Ga.), via Allendale, Hampton, Ridgeland and Hardeeville, S. C., over State Highways Nos. 28 and 36 and U. S. Highway No. 17.

Cert. No.	Name of Operator	Operating Between
178	" " "	S. C.-Ga. State Line (Lincolnton, Ga.), and McCormick, S. C., over State Highway No. 43.
194	" " "	Elko, S. C. and Charleston, S. C., via Barnwell, Ehrhardt, Walterboro, and Summerville, S. C., over State Highways Nos. 37, 64, 61 and U. S. Highway No. 17.
207	Spartan Coach Company, Mount Holly, N. C.	Spartanburg, S. C. and Clifton, S. C., over U. S. Highway No. 29 and County Highway.
188	A. M. Thrower, Ridgeville, S. C.	Walterboro, S. C. and Navy Yard, S. C., via Cottageville, Summerville and the West Virginia Pulp and Paper Mill. (Restricted).
191	" " "	St. George, S. C. and Navy Yard, S. C., via Byrds, Pregnall, Dorchester, Ridgeville, Jedburg, Summerville, Ladson, Antlers, Ten Mile Hill and West Virginia Pulp and Paper Mill. (Restricted).
30A	Hamish Turner, Spartanburg, S. C.	Newberry, S. C. and Union, S. C., via Whitmire, over U. S. Highway No. 176.
129	" " "	Newberry, S. C. and Saluda, S. C., over State Highway No. 19.
166A	Valley Coaches, Inc. Augusta, Ga.	S. C.-Ga. State Line (Augusta, Ga.), and Vacluse, S. C., via Schultz Hill, Clearwater, Bath, Langley, Gloverville, Warrenville and Graniteville, S. C., over S. C. Highway No. 215 and Aiken County Highway.
177	" " "	S. C.-Ga. State Line (Augusta, Ga.) and Clearwater, S. C., via North Augusta and Belvedere.
180	" " "	Warrenville, S. C. and Aiken, S. C., via Stiefeltown and Efron's Place, over U. S. Highway No. 1 and State Highway No. 215.

Cert. No.	Name of Operator	Operating Between
182	Welborn Bus Line, Liberty, S. C.	Greenville, S. C. and Westminster, S. C., via Pickens, Six Mile and Walhalla, over County Highways, and State Highways Nos. 183 and 133.
374	" " "	Greenville and Westminster, S. C., over State Highway No. 13, a dis- tance of 48 miles.
200	L. E. Woodie, Beaufort, S. C.	Beaufort, S. C. and Hunting Island, S. C., via Frogmore, over State Highway No. 286.

Class B

(Authorizing the transportation of passengers over regular route but not upon regular schedule).

1A	Gray Line Tours, Inc., Charleston, S. C.	Charleston and Folly Beach. Charleston and Magnolia Gardens. Charleston and Middleton Place Gardens. Charleston and Summerville, S. C.
2	" " "	Charleston and Belle Isle Gardens, via Harrietta Plantation and Hamp- ton, over U. S. Highway No. 17 and County Highway.

Class D

(Authorizing the transportation of freight over regular route upon regular schedule).

*60A	A. A. A. Highway Express, Inc., Atlanta, Ga.	(Atlanta) Ga.-S. C. State Line and Greenville, S. C., via Anderson, over U. S. Highway No. 29.
*120	" " "	S. C.-Ga. State Line (Augusta, Ga.) and Charleston, S. C., via Aiken, Denmark and St. George, over U. S. Highway No. 78.
*150	" " "	Graniteville and Charleston, S. C., on the one hand and points and places in Georgia and South Carolina on the other hand, over irregular routes.

Cert. No.	Name of Operator	Operating Between
*303	Associated Transport, Inc., 1775 Broadway, New York, N. Y.	<ol style="list-style-type: none"> 1. From the S. C.-N. C. State Line (Asheville) to Whitmire, S. C., via Greenville, Laurens and Clinton, over U. S. Highways No. 25 and 276, and State Highway No. 72; 2. From the S. C.-N. C. State Line (Charlotte, N. C.) to the S. C.-Ga. State Line (Atlanta, Ga.), via Gaffney, Spartanburg, Greenville and Anderson, over U. S. Highway No. 29; OFF ROUTE POINTS: Iva and Honea Path; 3. From Greenville, S. C. to the S. C.-Ga. State Line (Atlanta, Ga.), over State Highway No. 13, via Easley and Seneca; 4. Between Clemson College and Anderson, S. C., over U. S. Highway No. 76; 5. From Greer, S. C. to the S. C.-N. C. State Line (Tryon, N. C.), over State Highway No. 14 and U. S. Highway No. 176; 6. From Laurens, S. C. to the S. C.-N. C. State Line (Cliffsides, N. C.), via Spartanburg and Chesnee, over U. S. Highways Nos. 221 and 221A; 7. From Gaffney, S. C. to the S. C.-N. C. State Line (Shelby, N. C.), over State Highway No. 18; 8. Between Whitmire and Spartanburg, S. C., via Union, Buffalo and Pauline, and via Jonesville and Pacolet, over U. S. Highway No. 176 and State Highways Nos. 11 and 9; OFF ROUTE POINT: Lockhart; 9. Between Great Falls and the intersection of State Highways Nos. 5 and 18, via Rock Hill, York and Blacksburg, over State Highway No. 5;

Cert. No.	Name of Operator	Operating Between
		10. Between Great Falls and the S. C.-N. C. State Line (Charlotte, N. C.), over State Highway No. 97 and U. S. Highway No. 21; 11. Between Chester, S. C. and the S. C.-N. C. State Line (Gastonia, N. C.), via York and Clover, over U. S. Highway No. 321; 12. Between York, S. C. and the S. C.-N. C. State Line (Charlotte, N. C.), over State Highway No. 49; 13. Between Greer and Slater, S. C., over U. S. Highway No. 29, unnumbered County Highway and U. S. Highway No. 276.
*135	Atlantic States Motor Lines, Inc., High Point, N. C.	N. C.-S. C. State Line (High Point, N. C.) and S. C.-Ga. State Line (Augusta, Ga.), via Rock Hill, Chester, Whitmire, Newberry, Saluda and Johnston, and via Aiken, over U. S. Highway No. 21, State Highway No. 7, U. S. Highway No. 176, State Highways Nos. 22 and 19 and U. S. Highways Nos. 25 and 1.
*136	" " "	S. C.-N. C. State Line (High Point, N. C.) and S. C.-Ga. State Line (Atlanta, Ga.), via Blacksburg, Gaffney, Spartanburg, Greer, Greenville, Easley, Liberty, Clemson College, Seneca and Westminster, over U. S. Highway No. 29 and State Highway No. 13; and via Anderson, over U. S. Highway No. 29.
114	Batesburg Hauling Co., Inc., Batesburg, S. C.	Batesburg, S. C. and Greenwood, S. C., via Saluda, over U. S. Highway No. 178.

Cert. No.	Name of Operator	Operating Between
115	" " "	Batesburg, S. C. and Batesburg, S. C., via Ridge Spring, Ward, Johnston, Edgefield, Trenton, Johnston, Mo- netta, Wagener, Pool's Mill, Pelion and Leesville, over State Highway No. 23, U. S. Highway No. 25, State Highways Nos. 19, 23, 39 and 393, U. S. Highway No. 178, State Highway No. 245 and U. S. High- way No. 1.
151	" " "	Columbia, S. C. and McCormick, S. C., via Lexington and Saluda, over State Highway No. 43.
148	C. and P. Transportation Co., Chesterfield, S. C.	Cheraw, S. C. and Pageland, S. C., via Chesterfield, Ruby and Mt. Croghan, over State Highway No. 9. OFF ROUTE POINTS: Seed Farm, Thompson's River's Siding, Chesterfield Lumber Co., Sellars and Nicholson's.
110	Cooper Motor Express, Inc. Columbia, S. C.	Forest Acres, S. C. and Columbia, S. C., over County Highway (For- est Drive).
50A	Due West Motor Lines, Due West, S. C.	Due West and Donalds, S. C., over State Highway No. 20.
*92	E. T. and W. N. C. Motor Transportation Co., Johnson City, Tenn.	Laurens, S. C. and S. C.-N. C. State Line (Johnson City, Tenn.), via Greenville, S. C. and Asheville, N. C.
101A	Efron Trucking Co., Inc., Aiken, S. C.	Columbia, S. C. and S. C.-Ga. State Line (Augusta, Ga.), via Edmund, Pelion, Wagener, Perry, Salley, Springfield, and Aiken, S. C.
121	" " "	Aiken, S. C. and Charleston, S. C., via Denmark, St. George and Sum- merville, over U. S. Highway No. 78. Alternate Route: From Den- mark to Bamberg, via Norway, Neeses, Orangeburg and Cope, over State Highways Nos. 5, 4 and 33. Alternate Route: From Elko to Blackville, via Barnwell, over State Highways Nos. 37 and 3. (Re- stricted).

Cert. No.	Name of Operator	Operating Between
*122	" " "	Aiken, S. C. and Aiken, S. C., via Edgefield, Johnston, Ridge Spring, Leesville and Monetta, S. C., over State Highway No. 19, U. S. Highway No. 25, State Highway No. 23 and U. S. Highway No. 1. Alternate Route: From Johnston to Johnston, via Saluda, over State Highway No. 19. (Restricted).
*140	" " "	Aiken, S. C. and S. C.-N. C. State Line (Charlotte, N. C.), via Batesburg, Lexington, Columbia, Ridgeway, Winnsboro, Chester and Rock Hill, over U. S. Highways Nos. 1 and 21. Alternate Route: Via Batesburg, Lexington, Columbia, Camden, Kershaw and Lancaster, over U. S. Highways Nos. 1 and 521.
*141	" " "	Aiken, S. C. and Greenwood, S. C., via Edgefield, S. C., over State Highway No. 19 and U. S. Highway No. 25.
*139	M. D. Hicklin Motor Trucker, Columbia, S. C.	Columbia, S. C. and S. C.-N. C. State Line (Charlotte, N. C.), via Ridgeway, Winnsboro, Chester and Rock Hill, over U. S. Highway No. 21.
33	J. D. Holly, Meggets, S. C.	Yonges Island, S. C. and Charleston, S. C., via Meggets, Ravenel, Rantowles and Red Top.
*128A	Huckabee Transport Corporation, Columbia, S. C.	Columbia, S. C. and S. C.-N. C. State Line (Wilmington, Del.), via Camden, Bishopville, Hartsville, Bennettsville and McColl, over U. S. Highway No. 1, State Highway No. 34 and U. S. Highway No. 15-A.
64B	Inland Waterways Transportation Co., Georgetown, S. C.	Charleston, S. C. and Conway, S. C., via Awendaw, McClellanville, Santee, Georgetown, Plantersville and Buckport, and return from Conway to Charleston, via Myrtle Beach, Murrells Inlet and Waverly Mills and Socastee.

Cert. No.	Name of Operator	Operating Between
90	" " "	Georgetown, S. C. and Kingstree, S. C., via Andrews, over U. S. Highway No. 521.
*143	Lewis & Holmes Motor Freight Corporation, High Point, N. C.	S. C.-N. C. Line (Charlotte, N. C.) and S. C.-Ga. Line (Atlanta, Ga.), via Spartanburg, Greenville and Anderson, S. C., over U. S. Highway No. 29 and via Spartanburg, Greenville and Westminster, S. C., over U. S. Highway No. 29 and State Highway No. 13.
*144	" " "	S. C.-N. C. Line (Charlotte, N. C.) and S. C.-Ga. Line (Augusta, Ga.), via Rock Hill, Chester, Columbia and Aiken, S. C., over U. S. Highways Nos. 21 and 1.
*145	" " "	Cheraw and Charleston, S. C., via Darlington, Florence, Lake City and St. Stephen, S. C., over U. S. Highway No. 52.
87	Long Motor Lines, Greenwood, S. C.	Greenwood, S. C. and Greenville, S. C., via Hodges and Ware Shoals, over U. S. Highway No. 25.
116	E. L. Long Motor Lines, Inc., Greenwood, S. C.	Greenwood, S. C. and the S. C.-Ga. State Line, via Abbeville and Calhoun Falls, S. C., over State Highway No. 7.
117	" " "	Greenwood, S. C. and Greenwood, S. C., via Laurens and Clinton, S. C., over State Highway No. 221, U. S. Highway No. 76 and State Highway No. 7. (Restricted).
118	" " "	Greenwood, S. C. and Greenwood, S. C., via Edgefield, Johnston, Saluda, Newberry and Ninety Six, S. C., via U. S. Highway No. 25, State Highways Nos. 23, 19 and 22. (Restricted).
127	" " "	Greenwood and Anderson, S. C., and all intermediate points and places, via Hodges, Donalds, Honea Path and Belton, over U. S. Highways Nos. 178 and 76. (Restricted).

Cert. No.	Name of Operator	Operating Between
358	Lowther Trucking Company, Rock Hill, S. C.	Class D—Over Regular Routes— COMMODITIES IN GENERAL: Between Charlotte, N. C. and Rock Hill, S. C., over U. S. Highway No. 21; and, between Charlotte, N. C., and Lancaster, S. C., over U. S. Highways Nos. 21 and 521.
		Class D—Modified—Over Irregular Routes — INTERSTATE COM- MERCE ONLY — TIRES, TIRE ACCESSORIES, BATTERIES, PAINT, LACQUER, VARNISH, AND PAINT SUPPLIES: Be- tween Charlotte, N. C. on the one hand and on the other hand points and places in South Carolina.
156	C. D. McDougald d-b-a Mc- Dougald Transfer Co., Che- raw, S. C.	N. C.-S. C. State Line and Myrtle Beach, S. C., via Pageland, Mt. Croghan, Ruby, Chesterfield, Che- raw, Bennettsville, Clio, Little Rock, Dillon, Latta, Marion, Aynor and Conway. Alternate Route: From Cheraw to Marion, via So- ciety Hill, Darlington and Florence. (Restricted).
48	Milk Transport Co., Olar, S. C.	Lees and Charleston, S. C., via Black- ville, Denmark, Bamberg and St. George, over U. S. Highway No. 78.
26A	Miller Motor Express, Rock Hill, S. C.	Chester, S. C., and the S. C.-N. C. Line (Charlotte, N. C.), via Rock Hill, S. C., over U. S. Highway No. 21.
*58	" " "	S. C.-N. C. Line (Charlotte, N. C.) and S. C.-Ga. Line (Atlanta, Ga.), via Spartanburg, Greenville and Anderson, S. C., over U. S. High- way No. 29.
73	New South Express Lines, Columbia, S. C.	Bowman and Charleston, S. C., via Branchville, St. George, Pregnall, and Summerville, S. C.

Cert. No.	Name of Operator	Operating Between
74	" " "	Bowman and Charleston, S. C., via Elloree, Eutawville and Holly Hill, S. C.
75	" " "	Charleston and Westminster, S. C., via Orangeburg, St. Matthews, Columbia, Newberry, Clinton, Laurens, Greenville, Easley, Pickens, Liberty, Clemson College and Wall-halla, over State Highways Nos. 2, 13, 8, 14, 24 and 183.
76	" " "	Columbia, S. C. and S. C.-Ga. State Line (Augusta), via Lexington, Leesville, Batesburg, Monetta, Ward, Johnston, Edgefield, over U. S. Highway No. 1, State Highways Nos. 23 and 39, and U. S. Highway No. 25.
77A	" " "	Batesburg, S. C. and S. C.-Ga. Line (Augusta, Ga.), via Aiken, Vaucluse, Warrenville, Graniteville, Warrenville, Langley, Bath and Clearwater, S. C., over U. S. Highway 1 from Batesburg to Warrenville and over Aiken County Highway from Warrenville to Vaucluse and return, thence over U. S. Highway No. 1 to Augusta, Ga.
78	" " "	Orangeburg, S. C. and the Intersection of Highways Nos. 3 and 2, via North and Swansea, S. C.
79	" " "	Anderson, S. C. and S. C.-N. C. State Line, via Belton, Williamston, Pelzer, Piedmont, Greenville, Spartanburg and Gaffney, S. C., over U. S. Highway No. 76, State Highway No. 20 and U. S. Highway No. 29.
80	" " "	Greenwood, S. C. and the S. C.-N. C. State Line, via Laurens, Eporee, Spartanburg and Chesnee, S. C., over U. S. Highway No. 221.

Cert. No.	Name of Operator			Operating Between
81A	"	"	"	Union, S. C. and S. C.-N. C. State Line, via Pauline, Spartanburg, Campobello and Landrum, and via Jonesville and Pacolet, Campobello and Landrum.
84B	"	"	"	Columbia, S. C. and S. C.-N. C. State Line (Charlotte, N. C.) via Winnsboro, Great Falls, Chester, York, Rock Hill and Fort Mill, and return, via Fort Mill, Rock Hill, Chester and Winnsboro.
*86A	"	"	"	Greenville, S. C. and S. C.-N. C. State Line (Hendersonville, N. C.), via Traveler's Rest, S. C.
93	"	"	"	Columbia, S. C. and Sumter, S. C., via Dentsville, Pontiac, Blaney, Camden, Rembert and Dalzell, over U. S. Highways Nos. 1 and 521.
94	"	"	"	Columbia and Florence, S. C., via Mayesville, Lynchburg and Timmons ville, over U. S. Highway No. 76.
95	"	"	"	Florence and Darlington, S. C., via Marion, Mullins, Latta, Dillon, Little Rock, Clio, Bennettsville, Cheraw, Society Hill and Dovesville.
96	"	"	"	Charleston and Florence, S. C., via Moncks Corner, Bonneau, St. Stephen, Kingstree, Cades, Lake City, Scranton, Cowards and Effingham, over U. S. Highway No. 52. (Restricted).
97	"	"	"	Sumter, S. C. and Sumter, S. C., (Loop), via Brogdon, Harvin, Manning, Kingstree, Greeleyville, Wilson Mills, Summerton and Paxville, S. C.
98	"	"	"	N. C.-S. C. State Line (Charlotte, N. C.) and Camden, S. C., via Lancaster, Heath Springs, Kershaw and Westville, S. C., over U. S. Highway No. 521.

Cert. No.	Name of Operator	Operating Between
99	" " "	Sumter, S. C. and Florence, S. C., via Bishopville, Lydia, Hartsville, and Darlington, over U. S. High- way No. 15, State Highway No. 35, and U. S. Highway No. 52.
102	" " "	Manning, S. C. and Effingham, S. C., via Turbeville and Olanta, S. C., over U. S. Highway No. 301.
103	" " "	Sumter and Lake City, S. C., via Turbeville and Olanta, S. C., over State Highway No. 54, U. S. High- way No. 301, and State Highway No. 341.
*138	" " "	Clemson College, S. C., and Honea Path, S. C., via Anderson and Bel- ton, over U. S. Highways Nos. 76 and 178.
142	" " "	Clemson College and Anderson, S. C., via LaFrance and Pendleton, over U. S. Highway No. 76.
159	" " "	Columbia, S. C. and Union, S. C., and all intermediate points and places, over State Highway No. 215.
244	" " "	Mullins and Dillon, S. C., by way of Lake View, over State Highways Nos. 57, 41 and 9.
21C	R. D. Nilson d-b-a Nilson Motor Express, Walterboro, S. C.	Charleston, S. C. and S. C.-Ga. State Line (Savannah, Ga.), via Walter- boro, S. C., over U. S. Highway No. 17.
35B	" " "	Walterboro, S. C. and Charleston, S. C., over U. S. Highway No. 17.
39B	" " "	Walterboro, S. C. and S. C.-Ga. State Line (Savannah, Ga.), via Yemas- see, Pocolaligo, Ridgeland, Switzer- land, and Hardeeville, S. C., over U. S. Highway No. 17.

Cert. No.	Name of Operator	Operating Between
123A	" " "	Walterboro and Columbia, S. C., via Ehrhardt, Bamberg, Blackville, Bamberg and Orangeburg, over State Highways Nos. 64, 36 and 33, and U. S. Highways Nos. 78 and 21; via Bells Cross Roads, Branchville and Orangeburg, over State Highway No. 64 and U. S. Highway No. 21; and via Ehrhardt, Bamberg, Denmark, North and Swansea, over State Highways Nos. 5, 36 and 64, and U. S. Highway No. 78; OFF ROUTE POINTS: Cope, St. Matthews, St. George, Grover and Williams. (Restricted).
124A	" " "	Walterboro, S. C. and S. C.-Ga. State Line (Augusta, Ga.), via Yemassee, Allendale, Barnwell, Blackville and Aiken, over U. S. Highway No. 17, State Highways Nos. 28 and 3, and U. S. Highway No. 78; and return via Allendale, Fairfax, Hampton and Yemassee, over State Highway No. 28 and U. S. Highway No. 17; ALTERNATE RETURN ROUTE: Via Ellenton, Barnwell, Olar and Ehrhardt, over State Highways Nos. 28 and 64; OFF ROUTE POINTS: Crockettville, Miley, Sycamore, Ulmers, Graniteville, Vacluse and North Augusta. (Restricted).
A146	" " "	Yemassee and Parris Island, S. C., via Sheldon, Gardens Corner, Lobeco, Burton, Beaufort and Port Royal, over U. S. Highway No. 21 and State Highway No. 281.
111	Packet Delivery Co., Charleston, S. C.	Charleston and Conway, S. C., via McClellanville, Georgetown, Murrells Inlet, Georgetown and McClellanville, over U. S. Highways Nos. 17, 501 and 701 and State Highway No. 179. (Restricted).

Cert. No.	Name of Operator	Operating Between
112	" " "	Chareston and Florence, S. C., via Summerville, Holly Hill, Parler, Summerton, Manning, Turbeville, Olanta, and return via Cowards, Lake City, Kingstree, St. Stephen. Moncks Corner and Summerville, over State Highways Nos. 2 and 31, 45 and 64, and U. S. Highways Nos. 15, 52 and 301. (Restricted).
113	" " "	Charleston and Florence, S. C., via Mt. Holly, Moncks Corner, St. Stephen, Kingstree, Lake City and Effingham, and return via Effingham, Olanta, New Zion, Alcolu, Manning, Greeleyville, St. Stephen and Moncks Corner, over State Highways Nos. 94 and 261, and U. S. Highways Nos. 52, 301 and 521. (Restricted).
163	Palmetto Motor Express Lines, Cherryville, N. C.	Spartanburg, S. C., and a fifteen mile radius thereof, and Darlington, S. C., and a fifteen mile radius thereof, via Camp Croft, Pacolet. Jonesville, Kelly, Lockhart, Chester, Richburg, Fort Lawn, Lancaster, Funderburk, McBee and Hartsville. over State Highways Nos. 9, 903 and 151; OFF ROUTE POINTS: Great Falls and Rock Hill, S. C.
*146	Pee Dee Express, Inc., Charlotte, N. C.	Hartsville, S. C. and S. C.-N. C. State Line (Charlotte, N. C.), via McBee and Pageland, over State Highway No. 151; OFF ROUTE POINTS: All South Carolina cities or towns within a fifty mile radius of Hartsville, S. C.
45B	Peoples Motor Express, Inc., Charleston, S. C.	St. Stephen and Charleston, S. C., via Moncks Corner, S. C.
100	Pickens Railroad Co., Pickens, S. C.	Pickens and Easley, S. C., over State Highway No. 8.

Cert. No.	Name of Operator	Operating Between
72A	Railway Express Agency, Inc., Atlanta, Ga.	Columbia, S. C. and S. C.-Ga. State Line (Augusta, Ga.), via Lexington, Batesburg and Aiken, and via Lexington, Batesburg, Ridge Springs, Ward, and Trenton, over U. S. Highway No. 1, and over U. S. Highway Nos. 1 and 25, and State Highways Nos. 19, 23 and 30. (Restricted).
34B	W. M. Reeves, Ridgeville, S. C.	Summerville, S. C. and Charleston, S. C., over State Highway No. 2.
46A	" " "	Ridgeville, S. C., and Charleston, S. C., over State Highways Nos. 27 and 2.
126A	Saluda Motor Lines, Inc., Saluda, S. C.	Chappells, S. C., and Ward, S. C., via Saluda, S. C., and all inter- mediate points and places, over State Highways Nos. 39, 19 and 193. (Restricted).
345	Robinson Transfer Motor Lines, Ins., Kingsport, Tenn.	Between Kingsport, Tennessee and Laurens, Sou Carolina, via Green- ville, South Carolina, over U. S. Highways No. 25 and 276, in inter- state commerce only as authorized by the Interstate Commerce Com- mission; and over irregular routes for the transportation of specified commodities from points outside of South Carolina to points within South Carolina, and from points within South Carolina to points outside of South Carolina, as au- thorized by the Interstate Com- merce Commission, in interstate commerce only.
104	L. R. Powell, Jr., and Henry W. Anderson, Receivers of Seaboard Air Line Railway Co., Norfolk, Va.	Gaston, S. C., and Garnett, S. C., via Swansea, North, Denmark, Olar, Fairfax and Estill, S. C., over State Highways Nos. 3, 6, 64 and 33. (Restricted). (SUSPENDED FOR THE DURATION).

Cert. No.	Name of Operator	Operating Between
105A	" " "	N. C.-S. C. State Line (Hamlet, N. C.) and Columbia, S. C., via Kollock, Cheraw, Patrick, McBee, Bethune, Camden and Blaney, S. C., over State Highways Nos. 77 and 9, and U. S. Highway No. 1. (Restricted).
106	" " "	Greenwood and Great Falls, S. C., via Cross Hill, Mountville, Clinton, Renno, Whitmire, Carlisle, and Leeds, S. C., over State Highways 7 and 97. (Restricted).
125	" " "	McBee and Sumter, S. C., via Harts-ville and Timmons-ville, over State Highway No. 151, U. S. Highway No. 15, and State Highway No. 403. and return, via Bishopville, Dar-lington and Hartsville, over U. S. Highway No. 15 and State High-ways No. 34 and 151. (Restricted). (SUSPENDED FOR THE DU- RATION).
137	Steverson & Son, Springfield, S. C.	Columbia and Springfield, S. C., via Swansea, over State Highways Nos. 5 and 3. (Restricted).
*108A	The Sanders Truck Transpor- tation Co., Inc., Allendale, S. C.	Tillman, S. C. and the S. C.-Ga. State Line (Savannah, Ga.), via Ridge-land and Hardeeville, S. C., over State Highways Nos. 336 and U. S. Highway No. 17.
*109A	" " "	Estill, S. C. and the S. C.-Ga. State Line (Savannah, Ga.), via Garnett, Tillman and Hardeeville, over State Highway No. 5, and U. S. Highway No. 17.
147	" " "	Allendale, S. C., and the S. C.-Ga. State Line (Savannah, Ga.), via Fairfax, Hampton, Estill, Garnett, Tillman, Ridgeland and Hardeeville, over State Highways Nos. 28, 631, 5 and 336, and U. S. Highway No. 17. Alternate Route: Between Fairfax and Estill, S. C., over State Highway No. 5.

Cert. No.	Name of Operator	Operating Between
165	Ware Shoals Railroad Co., Ware Shoals, S. C.	Ware Shoals and Shoals Junction, S. C. (Restricted to Railway Ex- press only).

*Authorizing interstate service only.

MOTOR TRANSPORT DIVISION

Statement Showing Receipts and Deposits to the Credit of the
State Treasurer

July 1, 1942 through June 30, 1943

Revenue Receipts:

Class A Licenses	\$144,211.77	
Class B Licenses	222.32	
Class C Licenses	8,181.25	
Class D Licenses	169,546.80	
Class F Licenses	60,208.00	
Driver's Permits	5,684.00	
Forfeited Bonds	100.00	
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Total	\$388,154.14	
Less Fees Refunded	581.77	
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Total (Net)		\$387,572.37

Deposited with State Treasurer:

Motor Transportation Fund	\$388,154.14	
Less Refunds	581.77	
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		\$387,572.37

APPEARANCE AND CASH BOND ACCOUNT

On Hand July 1, 1942	\$ 8,050.00	
Collected	12,000.00	
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Total	\$ 20,050.00	
Less Bonds Refunded	16,450.00	
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Balance June 30, 1943		\$ 3,600.00

MOTOR TRANSPORT DIVISION

Statement of Expenditures

July 1, 1942 through June 30, 1943

A-1. *Salaries:*

Commissioners	\$ 4,200.00
Director	3,600.00
Office Assistant	2,100.00
Cashier	2,100.00
Stenographer	1,620.00
Steno-Clerk	1,350.00
Steno-Clerk	1,200.00
Clerk	75.00
Rate Expert	2,239.92
Assistant Rate Expert	1,150.00
Steno-Rate Expert	180.00
Inspectors	22,125.00
A-2. Wages	104.00
A-3. Reporter	660.00
A-3. Experts, Investigations and Ex- tra Clerical Help	2,340.15
A-3. Local Counsel	2,000.00
B-1. Freight, Express and Deliveries .....	.....
B-2. Travel	22,426.87
B-3. Telegraph and Telephone	1,207.70
B-4. Repairs	139.32
B-5. Printing and Advertising .....	.....
C-4. Office Supplies	2,900.00
C-11. Other Supplies	1,955.26
D-1. Rents	1,680.00
D-2. Insurance	690.01
G-1. Office Equipment	66.00
Total	\$ 78,109.23

PART III.

ELECTRICAL UTILITIES DIVISION

The Electrical Utilities Division was organized and operates under an Act of the General Assembly, regulating persons, corporations, etc., engaged in the generation, transmission, delivery, or furnishing of electricity for lighting, heating, power, etc., as approved by the Governor on April 8, 1932.

The following report has been prepared in accordance with this Act to outline the activities of the Division during the fiscal year ending June 30, 1943.

ELECTRICAL UTILITIES DIVISION

The Electrical Utilities Division is charged with the duty of investigating electric utilities operating in this State, working up information upon which the Commission can establish the present fair value of the properties of these utilities, whenever necessary, recommending to the Commission readjustment of rates and rate schedules, investigating complaints, studying the operating and financial affairs of the various companies and performing such other duties as are delegated to it by the Commission, looking toward the carrying out of the provisions of the Regulatory Act.

The Staff of the Division throughout the years of its existence since 1932, or eleven years ago, has been occupied incessantly with careful studies and investigations of the privately-owned electric utilities operating in South Carolina, with the result that there has been a progressive decrease in rates so much so that the people of the State have been saved an aggregate of \$26,710,564 during that period of time and the electric residential rate payers now enjoy the lowest average rate they have received in the history of the State, just slightly over three cents a kilowatt-hour, with every prospect that even this rate may be further reduced due to economies in operation and increased use of energy.

Despite the fact that the Divisional Staff is greatly reduced in personnel, due to the entrance of many of its trained technicians into the Armed Forces, it continues its investigation into the operations and physical properties of the utilities under the regulation of the Commission so that a complete check may be kept on them. The War likewise has caused other burdens to fall upon the staff, due to extraordinary services outside of its regular duties. The staff, however, has continued to carry on, although, necessarily, conditions have constricted some of its efforts.

The War has placed a great many additional burdens upon the power companies operating in this State, largely through the building of extraordinary services into camps, Navy Yard, air fields, and defense industries and the electrifying of thousands of housing units connected with these activities. The companies have carried out their functions well and deserve great praise. These extraordinary services have taxed the capacities of these companies due to the fact that they are severely restricted in the procuring of material and for the further fact that they have

lost a great many of their engineers and trained personnel to the Armed Forces; however, they have carried on exceptionally well and there have been no complaints from the Army, Navy or defense projects about the services they are receiving.

The call upon the power companies for energy and power has been tremendous, but they have been able to meet every requisition made upon them. The total installed generating capacity for the State in both hydro and fuel plants is 808,055 kilowatts distributed as follows:

	<i>Hydro</i>	<i>Fuel</i>
Privately-Owned	517,840 Kilowatts	128,515 Kilowatts
Publicly-Owned	150,215 Kilowatts	12,485 Kilowatts
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Total	668,055 Kilowatts	140,000 Kilowatts

This generated power is transmitted over 4,405 miles of transmission lines operating in South Carolina, of which 4,157 are the property of privately-owned utilities and 248 miles are owned by Federally-financed electric power agencies.

Some growth is shown in the extension of rural electric lines for the year ending June 30, 1943, although, as shown in another part of this Report, War time restrictions have tended to almost stop this sort of construction. There are now 17,583.75 miles of rural lines serving 77,806 customers. Of this amount the larger mileage in lines are owned by the rural electric cooperative associations that have 9,796.17 miles and they serve 27,344 customers, while the privately-owned power companies have 6,698.18 miles that serve 43,546 customers.

The following table shows the classification between the utilities, public and private, miles of rural distribution lines and the number of customers served:

RURAL LINE STATISTICS AS OF JUNE 30, 1943

<i>Source</i>	<i>Miles</i>	<i>Customers</i>
Private Utilities	6,698.18	43,546
Greenwood County Electric Power Comm.	443.50	2,093
Electric Cooperatives	9,796.17	27,344
Municipalities	481.10	4,087
S. C. Public Service Authority	164.80	736
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	17,583.75	77,806

RATES

The Division, although heavily burdened by manifold new duties brought about by the War and operating under stress of loss in trained personnel, impossible of replacement, kept up its rate studies to such an extent that it was able to suggest to the companies, in several instances, improvements in their rate structures that benefited both them and their customers.

The Electrical Utilities Division has been in close contact with the utility situation and its primary consideration was directed toward the supplying of adequate power and services to take care of the greatly expanding loads brought about by many defense plants built in South Carolina and, also, because of the considerable number of armed forces stationed within the boundaries of the State. These created such demands that they could not have been met had it not been for the farsightedness of the various engineering staffs concerned with power development. Not only were curtailment of supplies coupled with expanding loads severe handicaps to the utilities but the loss of experienced engineers and other trained personnel was a serious obstacle that had to be overcome.

Three of the major operating utilities, in order to cope with diminished personnel, instituted alternate meter readings in their rural and outlying territories. In these instances the customer is furnished a return addressed postal card with the dials of a meter printed thereon so that the customer may easily read his own meter, and billing is made from this information for two successive months. On the third month the company reads the meter. This results in a saving to the company not only in manpower but also in tires, gasoline and automotive use. If the customer fails to send in these monthly readings the company bills him on the basis of the average consumption for the prior month. When the company reads the meter, if there is any inequality, an adjustment is made in the bill.

A number of tables have been prepared that are made a part of this report. They will be found on succeeding pages. Of particular interest is the summary of electric rate reductions obtained by this Division since its formation in 1932 to date. The accumulated total saved to South Carolina rate payers since the organization of this Division in 1932, amounts to \$26,710,564.

For instance, if South Carolina electrical consumers in 1942 were charged the same rate they paid in 1932, their bill for 1942

would be \$4,309,937 more than electricity actually cost them. The total amount assessed upon the electric utility companies for the support of this Division from April, 1932 through June 30, 1942, was \$732,290, that is paid by these regulated utilities and does not come out of the general tax fund.

The growth in the consumer's kilowatt-hour consumption has more than doubled in the past eleven years and, similarly, the rate paid for this energy has been cut in half. During the year 1932, the average residential customer obtaining service from the four larger electrical companies used an average of 632 kilowatt-hours annually for which he was charged a rate of 6.042 cents a kilowatt-hour. For the year, ending December 31, 1942, this same average customer consumed 1,312 kilowatt-hours yearly for which he was charged a rate of 03.025 cents a kilowatt-hour. A glance at the comparison graph made a part of this report reveals the steady increase in consumers' use and the steady decrease in the average price paid by these customers.

The estimated annual residential rate for South Carolina in 1943 will probably be three cents a kilowatt-hour, or less.

There are 17 municipally-owned distribution systems in South Carolina purchasing power from privately-owned utilities. These municipalities paid an average rate of 0.962 cents per kilowatt-hour. The companies are required to deliver this power at a sub-station usually near the center of the municipality's distribution and have to own and maintain the substations and transmission facilities for the delivery of this power within the range of proper voltage levels. If this power which is sold to the municipalities is valued at from five to six mills per kilowatt-hour at the generating stations, it will be seen that the power companies are furnishing a complete source of power supply to the municipalities at rates which do not exceed the actual cost of rendering the service plus reasonable rates on the investments involved.

The Commission after reviewing the studies made by this Division ordered the South Carolina Electric and Gas Company to put into effect a rate reduction totaling \$186,383 annually. These new rates were made available to this company's consumers on all bills rendered on and after June 1, 1943. There were 28,798 customers directly benefited by this reduction, exclusive of approximately 4,600 customers indirectly affected in the cities of Orangeburg and Winnsboro.

**SUMMARY OF ELECTRIC RATE REDUCTIONS OBTAINED FOR SOUTH CAROLINA
CONSUMERS SINCE 1932**

Year	Residential	Commercial and Small Power	Industrial Power	Street Lighting	Other Electric	Total	Total Accumulated	Savings to Customers for Calendar Year
1932	\$195,156	\$69,513	\$171,746	\$16,118	\$3,600	\$366,133	\$366,133	\$62,309
1933	88,183	54,699	168,723	14,700	3,197	329,502	695,635	558,206
1934	247,639	137,854	251,127	6,500	3,290	646,410	1,342,045	794,965
1935	55,000	40,193	30,100	.....	41,570	166,863	1,508,908	1,484,330
1936	308,878	242,949	193,255	.....	12,280	757,357	2,266,265	1,988,558
1937	138,064	83,874	35,235	.....	2,050	259,223	2,525,488	2,488,023
1938	191,441	197,802	223,731	13,000	.....	625,974	3,151,462	2,862,317
1939	258,496	255,831	297,450	22,180	36,200	870,157	4,021,619	3,785,122
1940	63,817	77,181	91,598	3,314	7,943	243,853	4,265,472	4,074,552
1941	29,485	2,014	8,851	252	1,001	41,603	4,307,075	4,302,245
1942 .....	.....	.....	5,723	.....	.....	5,723	4,312,798	4,309,937

Total savings to S. C. Consumers 1932-1942, inclusive \$26,710,564
 Total assessment for support of Electrical Utilities Division April, 1932, thru
 June 30, 1942. \$ 732,290

**SALE OF ELECTRIC POWER IN SOUTH CAROLINA BY PRIVATELY OWNED
UTILITIES DURING 1942**

	Number of Customers	Kilowatt-hours	Revenue
Residential Service	142,768	185,031,790	\$5,626,163.72
Commercial & Small Power	27,468	227,991,925	4,665,252.13
Industrial Power	767	1,330,516,450	10,919,524.13
Municipal & Street Lighting	249	13,467,013	414,399.56
Non Affiliated Utilities to Municipalities for resale	17	65,336,656	628,282.45
Non Affiliated Utilities to R. E. A. Rural Cooperatives	38	100,487,726	635,488.96
Affiliated Utilities for Ultimate Consumers	27	8,269,686	88,248.90
Total Sales to Ultimate Consumers	171,334	1,931,101,246	22,977,359.85
Non Affiliated Utilities not for Ultimate Consumers	20	476,729,553	3,078,884.59
Affiliated Utilities not for Ultimate Consumers	2	151,935,595	861,418.04
Total Electric Sales	171,356	2,559,766,394	26,917,662.48
Miscellaneous Revenue—Forfeited Discount .....	.....	.....	185,676.49
Total Operating Revenue .....	.....	.....	27,103,338.97

**ELECTRIC ENERGY ACCOUNT OF PRIVATELY OWNED UTILITIES OPERATING
IN SOUTH CAROLINA—1942**

	Net Kilowatt-Hours
Steam—Generation	485,598,878
Hydro—Generation	1,366,025,153
Internal Combustion Engine Generation	33,319,657
Total Generated	1,884,943,688
Purchased Power	667,851,197
Interchange Received (Including Energy from N. C.)	150,012,703
Total Provided	2,702,807,588
Sales	2,559,766,466
Company Use	9,655,953
Interchange—Sent Out	28,271,789
Losses & Unaccounted for	105,113,380
Total Accounted for	2,702,807,588

**ANNUAL KILOWATT-HOUR SALES IN SOUTH CAROLINA
ALL PRIVATELY OWNED ELECTRIC UTILITY COMPANIES OPERATING IN
SOUTH CAROLINA**

Year	Residential	Commercial Power and Light	Municipal Use and Re-Sale	Industrial Power and Light	Total KWHR Sales Ultimate Consumers	Other Electric Corporations	Total Electric Sales
1922 ...	17,173,096	16,528,621	8,248,636	428,006,498	469,956,851	71,550,751	541,507,602
1923 ...	19,842,288	19,041,682	9,832,129	468,134,261	516,850,360	80,268,041	597,118,401
1924 ...	20,180,349	19,417,104	8,672,035	494,500,768	542,770,256	41,098,341	583,868,597
1925 ...	21,539,103	20,721,247	9,723,648	541,540,349	593,524,347	48,984,003	642,508,350
1926 ...	21,940,245	21,100,687	10,191,097	668,510,967	721,742,996	148,879,345	870,622,341
1927 ...	23,984,346	23,054,655	9,939,024	784,874,440	841,852,465	88,592,961	930,445,426
1928 ...	32,781,027	31,409,919	14,098,634	808,450,181	886,737,761	72,430,917	959,170,678
1929 ...	*30,600,034	*29,452,442	*34,253,344	816,641,065	910,946,885	176,285,982	1,087,232,867
1930 ...	42,587,569	40,498,456	38,809,720	698,285,511	820,181,256	581,499,719	1,401,680,975
1931 ...	42,995,509	39,403,557	38,421,596	686,790,281	807,611,243	605,310,840	1,412,922,083
1932 ...	45,641,383	37,372,599	35,430,273	656,735,524	775,179,779	610,366,357	1,385,546,136
1933 ...	40,082,543	32,326,296	34,380,958	783,392,300	890,182,097	304,065,269	1,194,247,366
1934 ...	46,949,111	43,483,925	43,580,822	628,598,658	762,012,516	544,327,692	1,306,340,208
1935 ...	56,827,133	52,103,907	47,379,772	688,082,824	844,393,636	469,499,909	1,313,893,545
1936 ...	71,337,470	62,650,040	52,777,002	779,955,536	966,720,048	438,487,072	1,405,207,120
1937 ...	87,458,543	67,599,146	61,707,065	913,970,082	1,130,734,836	453,616,995	1,584,351,831
1938 ...	101,749,752	92,565,591	69,567,886	778,548,895	1,042,432,124	447,334,680	1,489,766,804
1939 ...	117,521,152	93,023,837	84,571,484	951,495,852	1,246,612,325	525,417,975	1,772,030,300
1940 ...	137,679,347	105,427,074	85,540,896	1,060,765,956	1,389,413,273	548,940,772	1,938,354,045
1941 ...	163,025,930	128,889,962	85,992,570	1,284,612,562	1,662,519,024	805,810,192	2,468,329,216
1942 ...	185,031,790	227,991,925	78,803,669	1,338,786,136	1,830,613,520	729,152,874	2,559,766,394

*Estimated

ANNUAL KILOWATT-HOURS GENERATED IN SOUTH CAROLINA BY PRIVATELY OWNED ELECTRIC UTILITIES

Year	Hydro	Fuel	Total
1924	807,570,649	65,792,294	873,362,943
1925	581,042,411	255,202,765	836,245,176
1926	616,483,501	266,712,102	883,195,603
1927	662,077,511	200,181,768	862,259,279
1928	1,189,001,995	100,414,020	1,289,416,015
1929	1,290,617,498	124,153,915	1,414,771,413
1930	982,544,360	120,486,005	1,103,030,365
1931	1,236,753,025	219,461,435	1,456,214,460
1932	1,346,045,758	44,778,856	1,390,824,614
1933	1,282,055,101	112,134,974	1,394,190,075
1934	1,321,908,876	145,474,599	1,467,383,475
1935	1,293,691,990	110,022,370	1,403,714,360
1936	1,570,295,460	121,134,005	1,691,429,465
1937	1,685,373,877	138,113,677	1,823,487,554
1938	1,202,130,991	248,270,808	1,450,401,799
1939	1,325,985,666	370,766,372	1,696,752,038
1940	1,067,313,843	493,991,612	1,561,305,455
1941	1,039,307,446	738,106,924	1,777,414,370
1942	1,366,025,153	518,918,835	1,884,943,688

SALES OF ELECTRIC ENERGY BY PRIVATELY OWNED UTILITIES TO MUNICIPALITIES FOR RESALE—1942

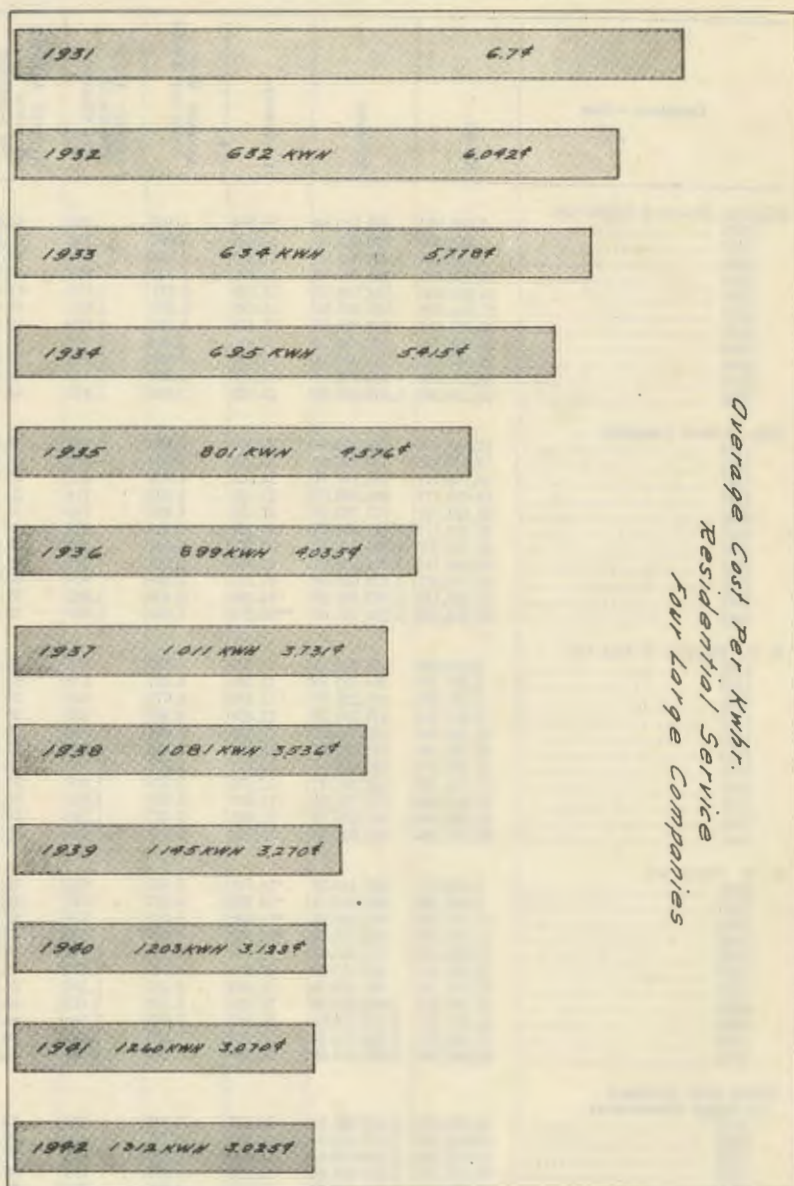
Municipality — Purchased From	Kilowatt-Hours	Revenue	Avg. Rate Cents
Bamberg—S. C. Power Company	1,238,400	\$13,988.30	1.13
Bennettsville—Carolina Power & Light Company	2,660,400	33,263.70	1.25
Camden—Carolina Power & Light Company	5,756,000	62,982.10	1.09
Clinton—Clinton Cotton Mills	2,758,800	19,381.60	.70
Due West—Duke Power Company	441,420	4,993.64	1.131
Easley—Duke Power Company	3,122,280	30,458.40	.976
Gaffney—Duke Power Company	3,591,960	34,427.16	.958
Greer—Duke Power Company	4,824,800	44,732.72	.927
McCormick—S. C. Power Company	385,000	5,264.00	1.37
Newberry—Duke Power Company	3,671,423	34,900.89	.951
Orangeburg—S. C. Electric & Gas Company	14,467,933	129,369.56	.89
Prosperity—Duke Power Company	496,440	5,725.88	1.153
Rock Hill—Duke Power Company	9,483,000	77,773.50	.820
Seneca—Duke Power Company	2,432,320	23,450.88	.964
Union—Lockhart Power Company	5,476,800	57,568.00	1.05
Westminster—Duke Power Company	1,821,680	18,722.12	1.028
Winnsboro—S. C. Electric & Gas Company	2,708,000	31,280.00	1.16
Total Purchased—1942	65,340,656	\$628,282.45	.962

**DOMESTIC SERVICE STATISTICAL COMPARISON OF MAJOR ELECTRIC UTILITY
COMPANIES OPERATING IN SOUTH CAROLINA**

Company—Year	Kw-Hr.	Revenue	Customers	Average Rate Cents per Kw-Hr	Average Annual Use-Kw-Hr. Per Customer	Average Annual Revenue Per Customer
Carolina Power & Light Co.						
1932	7,503,977	458,117.80	10,204	6.105	735	44.90
1933	7,352,300	448,322.05	10,333	6.098	712	43.39
1934	8,181,400	487,813.95	11,160	5.963	734	43.75
1935	10,939,600	494,500.60	11,731	4.520	933	43.15
1936	14,356,500	534,133.95	12,893	3.721	1,114	41.43
1937	17,904,600	594,382.59	14,199	3.320	1,261	41.86
1938	20,628,600	664,970.68	15,412	3.224	1,338	43.15
1939	23,496,700	684,680.75	16,590	2.914	1,416	41.27
1940	26,657,500	758,002.18	18,196	2.843	1,465	41.66
1941	33,231,000	953,872.59	23,076	2.870	1,440	41.33
1942	37,190,900	1,076,991.00	25,438	2.896	1,462	42.34
Duke Power Company						
1932	13,514,460	756,738.60	22,376	5.599	604	33.82
1933	14,373,986	747,847.70	23,972	5.203	604	31.43
1934	16,709,171	834,111.79	24,551	4.992	681	33.97
1935	19,625,277	884,898.07	27,481	4.509	714	32.20
1936	23,439,971	975,763.86	31,313	4.163	748	31.16
1937	28,862,577	1,131,431.57	34,121	3.920	878	33.16
1938	33,709,203	1,231,446.43	37,851	3.653	891	32.53
1939	39,365,717	1,318,608.01	41,596	3.343	946	31.70
1940	46,718,561	1,479,019.03	47,771	3.166	978	30.96
1941	55,624,132	1,727,825.26	54,290	3.106	1,025	31.84
1942	62,814,399	1,920,857.67	**59,298	3.058	1,059	32.39
S. C. Electric & Gas Co.						
1932	6,458,056	405,256.12	11,321	6.275	570	35.80
1933	6,491,177	404,227.58	11,395	6.227	570	35.47
1934	7,471,398	424,225.27	12,187	5.678	613	34.81
1935	9,198,808	447,109.20	12,624	4.862	729	35.42
1936	11,434,393	533,749.97	13,966	4.668	819	38.22
1937	13,752,156	571,752.81	15,421	4.158	892	37.08
1938	15,895,614	638,580.58	16,477	4.017	965	38.76
1939	17,784,408	661,557.17	17,652	3.720	1,008	37.48
1940	20,296,986	729,725.95	19,007	3.595	1,068	38.39
1941	24,076,560	837,066.73	21,091	3.477	1,142	39.71
1942	26,831,035	923,602.86	23,139	3.442	1,159	39.91
S. C. Power Co.						
1932	9,620,311	621,449.38	*14,741	6.460	653	42.16
1933	9,996,209	607,484.61	*14,781	6.077	676	41.10
1934	11,778,042	613,925.93	*15,602	5.467	755	41.27
1935	14,974,782	678,156.78	*16,482	4.529	909	41.15
1936	19,081,314	712,938.01	17,798	3.736	1,072	40.06
1937	23,839,971	850,013.02	19,678	3.555	1,212	43.20
1938	27,971,128	937,588.64	21,088	3.352	1,326	44.16
1939	32,384,324	1,033,552.52	22,915	3.192	1,413	45.10
1940	38,604,381	1,163,738.56	25,007	3.015	1,544	46.54
1941	45,937,274	1,358,518.80	27,657	2.957	1,661	49.12
1942	54,397,247	1,561,196.86	30,288	2.869	1,796	51.55
Totals and Averages (4 Large Companies)						
1932	37,096,804	2,241,561.90	58,642	6.042	632	38.22
1933	38,213,672	2,207,881.94	60,301	5.778	634	36.61
1934	44,140,011	2,390,076.94	63,490	5.415	695	37.64
1935	54,738,467	2,504,664.65	68,318	4.576	801	36.66
1936	68,312,178	2,756,585.79	75,970	4.035	899	36.29
1937	84,359,304	3,147,580.18	83,419	3.731	1,011	37.73
1938	98,204,545	3,472,586.33	90,828	3.536	1,081	38.23
1939	113,106,220	3,698,398.45	98,753	3.270	1,145	37.42
1940	132,277,428	4,130,485.72	109,981	3.123	1,203	37.56
1941	158,868,966	4,877,283.38	126,114	3.070	1,260	38.68
1942	181,233,581	5,482,648.39	138,163	3.025	1,312	39.68

*Meters

**Number of Customers—May 30, 1943



**RESIDENTIAL ELECTRIC STATISTICS OF PRIVATELY OWNED ELECTRIC UTILITIES
OPERATING IN SOUTH CAROLINA—1942**

Name of Utility	Kw-Hrs.	Revenue	Average Number Customers	Average Rate Cents Per KWHR	Average Annual Kw-Hr. Per Customer	Average Annual Bill
Belton Light & Power Co ...	1,115,727	\$37,652.80	1,328	3.374	840	\$28.34
*Brodie Light & Power Co. ...	50,537	1,598.60	45	3.163	1,123	35.52
Carolina Power & Light Co. ...	37,190,900	1,076,991.00	25,438	2.896	1,462	42.34
Duke Power Company	62,814,399	1,920,857.67	59,298	3.058	1,069	32.38
Electric Company	283,853	9,235.53	249	3.254	1,140	37.10
Heath Springs Lt. & Power Co.	198,799	7,868.50	225	3.958	883	34.95
*Jenkinsville Lt. & Power Co.	53,508	1,307.36	24	2.443	2,230	54.48
Kershaw Oil Mill	368,362	14,851.66	480	4.032	767	30.93
Lockhart Power Company ...	1,405,505	50,038.01	1,778	3.560	790	28.12
S. C. Electric & Gas Co.	26,831,035	923,602.86	23,139	3.442	1,160	39.93
South Carolina Power Co. ..	54,397,247	1,561,196.86	30,288	2.870	1,796	51.55
Waccamaw Power Company ..	200,237	12,816.39	308	6.400	659	42.18
Whites Bridge Power Co. ...	121,681	8,146.48	168	6.694	724	48.46
Total	185,031,790	\$5,626,163.72	142,768	3.040	1,296	\$39.40

*Allocated

**CAROLINA POWER & LIGHT COMPANY
RESIDENTIAL ELECTRIC BILL COMPARISON**

Kw-Hrs.	RL-1 12-1-25	RC&L-2 10-1-28	RL-5 Immediate 12-1-34	RS-2 Inducement 12-1-34	RS-4 Immediate 1-1-36	RL-1 Inducement 1-1-36	R-2 1-26-37	*R-4 **2-3-39
Minimum	\$1.50	\$2.05	\$1.00	\$1.00	\$1.00	\$1.00	\$1.00	\$1.00
10	1.50	2.35	1.00	1.00	1.00	1.00	1.00	1.00
20	2.00	2.65	1.85	1.70	1.30	1.10	1.00	1.00
30	2.76	2.95	2.53	2.40	1.95	1.65	1.50	1.17
40	3.36	3.25	3.03	2.70	2.60	2.20	2.00	1.56
50	3.96	3.55	3.53	3.00	3.00	2.75	2.50	1.95
60	4.56	3.85	4.03	3.30	3.40	3.05	2.80	2.24
70	5.16	4.15	4.53	3.60	3.80	3.35	3.10	2.53
80	5.76	4.45	5.03	3.90	4.20	3.65	3.40	2.82
100	6.96	5.05	6.03	4.50	5.00	4.25	4.00	3.40
150	9.96	6.55	7.53	5.50	6.25	5.25	5.00	4.85
200	12.96	8.05	9.03	6.50	7.50	6.25	6.00	5.80
300	18.96	11.05	12.03	8.00	9.50	8.00	7.75	7.50
400	24.96	14.05	15.03	9.50	11.00	9.50	9.25	9.00
500	30.96	17.05	18.03	11.00	12.50	11.00	10.75	10.50
1000	60.96	32.05	33.03	18.50	20.00	18.50	18.25	18.00

*This is the present and only Residential Rate; the others are former Rate Schedules, now superseded.

**Electric energy consumed by storage-type water heaters is subject to a discount of one-half cent per Kilowatt-hour.

DUKE POWER COMPANY RESIDENTIAL ELECTRIC BILL COMPARISON

Kw-Hr.	No. 1 Lighting 10-1-38	No. 3 C&H Only 10-1-38	No. 1 All Res. 12-1-32	No. 3 C&H Only 12-1-32	No. 1 All Res. 9-1-34	1-W WH 9-1-34	1-R All Res. 3-1-36	1-W WH 3-1-36	1-R All Res. 11-1-36	1-W WH 11-1-36	1-R All Res. 3-1-38	1-W WH 3-1-38	*R All Res. 6-1-39	*W WH 6-1-39
Minimum	\$1.00	\$2.00	\$1.00	\$2.00	\$0.80	\$0.80	\$0.80	\$0.80	\$0.80	\$0.80	\$0.80	\$0.80	\$0.80	\$0.80
10	1.00	2.00	1.38	2.00	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
20	1.52	2.00	1.75	2.00	1.45	0.80	1.30	0.80	1.30	0.80	1.20	0.80	1.15	0.80
30	2.23	2.00	2.13	2.00	2.10	0.80	1.80	0.80	1.80	0.80	1.60	0.80	1.50	0.80
40	2.90	2.00	2.50	2.00	2.40	0.80	2.20	0.80	2.15	0.80	2.00	0.80	1.85	0.80
50	3.56	2.00	2.88	2.00	2.70	0.80	2.60	0.80	2.50	0.80	2.40	0.80	2.20	0.80
60	4.23	2.35	3.25	2.35	3.00	0.90	2.90	0.90	2.75	0.90	2.65	0.90	2.40	0.90
70	4.89	2.70	3.63	2.70	3.30	1.05	3.20	1.05	3.00	1.05	2.90	1.05	2.60	1.05
80	5.56	3.05	4.00	3.05	3.60	1.20	3.50	1.20	3.25	1.20	3.15	1.20	2.80	1.20
100	6.89	3.75	4.75	3.75	4.20	1.50	4.10	1.50	3.75	1.50	3.65	1.50	3.20	1.50
150	10.21	5.25	6.63	5.25	5.60	2.25	5.35	2.25	5.00	2.25	4.80	2.00	4.20	2.00
200	13.54	6.75	8.13	6.75	6.85	3.00	6.60	3.00	6.25	3.00	5.80	2.50	5.20	2.50
300	20.19	9.75	11.13	9.75	9.35	4.00	9.10	4.00	8.75	4.00	7.80	3.50	7.20	3.50
400	26.84	12.75	14.13	12.75	11.85	5.00	11.60	5.00	11.25	5.00	9.80	4.50	9.20	4.50
500	32.54	15.75	17.13	15.75	14.35	6.00	14.10	6.00	13.75	6.00	11.80	5.50	11.20	5.50
1000	57.24	30.75	32.13	30.75	26.85	11.00	26.60	11.00	26.25	11.00	21.80	10.50	21.20	10.50

C&H—Cooking and Heating.

WH—Water Heating Only.

*Only these residential rates are now available. Other columns show rates that have been superseded.

SOUTH CAROLINA ELECTRIC & GAS COMPANY RESIDENTIAL ELECTRIC BILL COMPARISON

Kw-Hrs. Use per Month	No. 8 Lighting 3-1-29	No. 9 Lighting, Cooking & Re- frigeration 8-1-31	No. 8 Residential 10-1-34	No. 8 Residential 2-1-37	No. 8 Residential 2-27-39	No. 8 Residential 11-1-40	*No. 8 Residential 6-1-43
Minimum	\$0.80	\$3.00	\$0.75	\$0.75	\$0.75	\$0.75	\$0.75
10	0.80	3.00	0.75	0.75	0.75	0.75	0.75
20	1.44	3.00	1.40	1.29	1.19	1.19	1.16
30	2.16	3.00	1.90	1.79	1.68	1.68	1.61
40	2.88	3.00	2.40	2.19	2.10	2.07	2.06
50	3.60	3.60	2.90	2.59	2.45	2.36	2.31
60	4.32	4.00	3.25	2.94	2.80	2.65	2.56
70	5.04	4.40	3.60	3.29	3.05	2.94	2.81
80	5.76	4.80	3.95	3.64	3.30	3.23	3.06
100	7.20	5.60	4.65	4.34	3.80	3.73	3.56
150	10.35	7.10	5.90	5.59	5.05	4.98	4.81
200	13.50	8.60	7.15	6.84	6.05	5.98	5.81
300	18.90	10.60	8.65	8.34	8.05	7.98	7.81
400	24.30	12.60	10.15	9.84	9.55	9.48	8.81
500	29.70	14.60	11.65	11.34	11.05	10.98	10.31
1000	52.20	24.60	19.15	18.84	18.55	18.48	17.81

*Only residential rate now available. Other columns show rates that have been superseded.

**SOUTH CAROLINA POWER COMPANY
RESIDENTIAL ELECTRIC BILL COMPARISON**

Kw-Hrs.	A 4-1-31	H 11-12-31	H-1 11-12-31	H-1-S 11-12-31	A-1 8-1-33	A-2 Immed. 11-26-34	A-5 Obj. 11-26-34	A-1 Immed. 1-2-36	A-2 Obj. 1-2-36	A-2 5-1-38	*A-3 8-1-39
Minimum	\$0.50	\$1.35	\$1.00	\$1.50	\$1.00	\$1.00	\$1.00	\$1.00	\$1.00	\$1.00	\$1.00
10 .....	.90	1.35	1.60	2.20	1.00	1.00	1.00	1.00	1.00	1.00	1.00
20	1.80	2.16	2.20	2.89	1.70	1.56	1.44	1.30	1.25	1.25	1.22
30	2.70	3.24	2.80	3.59	2.55	2.31	1.99	1.90	1.75	1.75	1.67
40	3.60	4.32	3.39	4.29	3.15	2.91	2.54	2.50	2.25	2.25	2.12
50	4.50	5.40	4.00	5.00	3.75	3.51	3.09	3.10	2.75	2.75	2.57
60	5.40	6.39	4.60	5.69	4.35	4.11	3.64	3.55	3.25	3.25	2.92
70	6.30	7.38	5.19	6.39	4.95	4.71	4.02	4.00	3.60	3.60	3.17
80	7.20	8.37	5.80	7.09	5.25	5.01	4.22	4.45	3.80	3.80	3.42
100	9.00	10.35	6.99	8.49	5.85	5.61	4.62	5.35	4.20	4.20	3.92
150	13.00	14.85	9.99	11.99	7.35	7.11	5.62	6.72	5.20	5.19	5.17
200	17.00	19.35	12.99	15.48	8.85	8.61	6.62	8.10	6.20	6.19	5.92
300	24.00	27.45	18.98	22.47	11.34	11.11	7.87	9.59	7.45	7.44	7.42
400	31.00	35.55	24.98	29.47	13.84	13.61	9.12	11.09	8.70	8.69	8.67
500	38.00	43.65	30.97	36.46	16.33	16.11	10.37	12.58	9.95	9.95	9.92
1000	68.00	79.65	55.94	71.42	28.79	28.61	15.87	20.05	15.45	16.20	16.17

*Only residential rate now available. Other columns show rates that have been superseded.

ENGINEERING ACTIVITIES

The duties of the engineers of the Electrical Utilities Division consist of analyzing and studying the electric operations of the privately-owned electric utilities in South Carolina in an effort to maintain good engineering practices and affording customers of these companies superior service. The engineers are also called upon to determine the reproduction cost, new, of the electric properties of these various utilities. To properly appraise the physical plant, field inventories are made in detail of the components of the properties to determine their quantities, condition, and value. These appraisals are made for the Commission as a guide in determining rates based on a fair value of the properties, reproduced after depreciation.

During this fiscal year new construction was limited almost entirely to defense areas due to the scarcity of critical materials and labor. In this connection many new practices were adopted. Where possible pole structures replaced steel structures in substations, iron conductors replaced copper and aluminum, the sizes of new conductors were kept to a minimum making use of maximum current carrying capacity, transformers were over-

loaded beyond the nominal ratings, sometimes to the extent that additional means of cooling have been necessary.

The power situation in South Carolina has been greatly improved recently by the construction of high voltage transmission lines which inter-connect the various generating facilities in South Carolina so that power and energy can be transferred to other parts of the State in cases of emergencies or for more efficient operations. It is also possible through these inter-connections to transfer power and energy from North Carolina and other localities into Georgia and Tennessee by using these transmission lines by displacement. In times of dry weather extensive use has been made of these facilities.

During the year a map was prepared by the engineers of this Division showing the electric transmission lines and generating stations in the State of South Carolina.

Under order of the Commission an appraisal was made of the South Carolina Electric and Gas Company as of January 1, 1943. Due to the use of an extensive compilation of data in the Division, and despite the limited time necessary to complete this appraisal, it was an accurate undertaking. The completion of this appraisal entailed a trend study of the material prices and labor from 1937 to 1943, analysis of additions and retirements, and a detailed field inventory of the electric properties of this system, made with the view of checking the additions and retirements as well as determining the condition of the electric properties.

During the fiscal year the inventory and appraisal of the South Carolina Power Company at Charleston was discontinued temporarily in order to complete and attend to more urgent matters. However, this work was resumed in June of this year and every effort is being made to complete it quickly.

In the course of the year the engineers investigated many complaints that came to their attention and these were handled in as fair and equitable a manner as possible.

In connection with the chart and table in this report showing the installed generating capacity in South Carolina it might be of interest to mention that the Carolina Power and Light Company and the Duke Power Company operate both in North Car-

olina and South Carolina. All of Carolina Power and Light Company's generating facilities are located in North Carolina while Duke Power Company has several generating plants located in North Carolina. The North Carolina generating facilities of both companies furnish electricity to South Carolina. In dry weather particularly a great deal of energy produced from steam generation by these two companies in North Carolina is allocated for transmission to South Carolina. Efficient practice requires electric operating companies to provide enough steam generating capacity to take care of periods of dry weather when their reservoirs are low in water and when the output of their hydro plants are curtailed. This is commonly called "steam standby" and is essential for continuous electric service.

A general picture of the transmission lines in South Carolina is shown in the chart entitled "Transmission Lines in South Carolina" and made a part of this report.

During the fiscal year The Public Service Commission issued Orders on various subjects within its regulatory authority. A review of these will show that they include approval of the consolidation of the South Carolina Electric and Gas Company and the Lexington Water Power Company, approval of the issuance of securities, approval of contracts for interchange of power, authority over new construction, discontinuance of electric service, establishing rate schedules and rate reductions, etc. Important Orders issued by the Commission on data furnished and recommendations made by the Division are listed below:

ORDER No. E-439, issued July 8, 1942, approved an agreement and contract covering purchase, sale and interchange of power by and between the South Carolina Public Service Authority and the South Carolina Electric and Gas Company.

ORDER No. E-440, issued July 23, 1942, approved a change in the applicability clause of Schedule No. 1 of South Carolina Electric and Gas Company so as to include service to the United States Army and Navy, in addition to large industrial customers.

ORDER No. E-441, issued August 12, 1942, approved Rate Schedule designated as "Cotton Oil Mill Service Schedule P-39," superseding Schedule P-14 of Carolina Power and Light Company.

ORDER No. E-443, issued September 17, 1942, on The Electric Company, Fort Mill, South Carolina, the Commission took under advisement request of the discontinuance of Rural line known as the Edwards line out of Fort Mill, South Carolina.

ORDER No. E-444, issued October 28, 1942, on the Carolina Power and Light Company, approved a change in their Rules and Regulations regarding billing to the mutual advantage of both public and the company. This procedure is expected to save man-power, rubber, gasoline, automobile parts, and other critical materials.

ORDER No. E-442, E-445, E-446 and E-452, issued August 20, 1942; December 17, 1942; January 6, 1943 and June 23, 1943, respectively, with the application and petition of the South Carolina Electric and Gas Company and Lexington Water Power Company for approval of the consolidation of Lexington Water Power Company into the South Carolina Electric and Gas Company and for the approval of the issuance of securities by South Carolina Electric and Gas Company. The Commission in these Orders approved and directed this consolidation and issuance of securities.

ORDER No. E-447, issued February 19, 1943, by the Commission formally requested the National Association of Railroad and Utilities Commissioners to intervene in the Federal Power Commission's hearing, sometimes referred to as the "Arkansas Case" for the purpose of protecting the rights of the several states from alleged illegal invasion of States' Rights by the Federal Power Commission.

ORDER No. E-448, issued April 22, 1943, on Carolina Power and Light Company's Rate Schedule P-31; and withdrawal of Schedule P-42 and Schedule P-2, known as (seasonal Cotton Gin Service, Schedule P-31-A). After giving this schedule consideration, the Commission found that the rates and terms were fair, just and reasonable for such service. Also, that no customers were served under Schedule P-42 or Schedule P-2.

ORDER No. E-449, issued April 22, 1943, on Carolina Power and Light Company, for a change in general service schedules. The Commission found that the proposed changes in rates would result in simplification of the company's rate structures, in savings to certain customers and in a reduction in the number of schedules.

ORDER No. E-450, issued April 26, 1943, on South Carolina Electric and Gas Company, on the re-adjustment of the electric rates. The changes in schedule rates will be to the advantage of the customer.

ORDER No. E-451, issued May 11, 1943, on the Carolina Power and Light Company, providing for Rider No. 7 permitting standby and supplementary service to customers.

INSTALLED GENERATING CAPACITY IN SOUTH CAROLINA

	Installed Capacity—Kilowatts			
	Steam Kilowatts	Hydro Kilowatts	Int. Com- bustion Kilowatts	Total Kilowatts
Privately Owned Utilities				
Belton Light & Power Company				
Belton			875	
Holiday's Bridge		3,600		
Sub Total		3,600	875	4,475
Duke Power Company				
Anderson	750			
Boyd's Mill		1,200		
Catawba		60,000		
Cedar Creek		45,000		
Dearborn		45,000		
Fishing Creek		30,000		
Gaston Shoals		9,140		
Great Falls		24,000		
Gregg Shoals		1,800		
Ninety-Nine Islands		18,000		
Portman Shoals		5,590		
Rocky Creek		24,000		
Saluda		2,600		
Tiger	30,000			
Tumbling Shoals		300		
Van Patton		600		
Wateree		56,000		
Sub Total	30,750	323,230		353,980
Lexington Water Power Company				
Dreher Shoals		130,000		130,000
Lockhart Power Company				
Lockhart	5,000	12,300		17,300
South Carolina Electric & Gas Company				
Columbia Hydro		9,750		
Parr	72,500	14,880		
Sub Total	72,500	24,630		97,130
South Carolina Power Company				
Charleston	19,000			
Beaufort	100			
McClellanville			290	
Stevens Creek		18,880		
Sub Total	19,100	18,880	290	38,270

INSTALLED GENERATING CAPACITY IN SOUTH CAROLINA—Con.

	Installed Capacity—Kilowatts			
	Steam Kilowatts	Hydro Kilowatts	Int. Com- bustion Kilowatts	Total Kilowatts
Union Manufacturing & Power Company				
Neal Shoals		5,200		5,200
Municipally Owned Plants				
Georgetown Board of Public Works			2,795	2,795
Orangeburg Water & Light Plant	600			600
Sub Total	600		2,795	3,395
Federally Financed Plants				
Greenwood County Elec. Power Commission				
Buzzard's Roost	6,000	15,000		21,000
Abbeville Water & Elec. Plant				
Rocky River		2,600		2,600
S. C. Public Service Authority				
Conway	1,800			
Myrtle Beach			290	
Pinopolis		132,615		
Sub Total	1,800	150,215	290	154,705
Summary				
Privately Owned	127,350	517,840	1,165	646,355
Municipally Owned	600		2,795	3,395
Federally Financed	7,800	150,215	290	158,305
TOTAL	135,750	668,055	4,250	808,055

INSTALLED GENERATING CAPACITY
IN SOUTH CAROLINA

HYDRO

DUKE 98.4%	S.C.E. & G. CO. 23.1%	Santee Cooper 19.9%	ALL OTHERS 8.6%
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PRIVATELY OWNED 517,840 K.W. 71.5%

PUBLICLY OWNED 150,215 K.W. 22.5%

TOTAL HYDRO 668,055 K.W.

FUEL

S.C.E. & G. CO. 91.8%	DUKE 22.0%	S.C. P. CO. 18.9%	ALL OTHERS 12.3%
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PRIVATELY OWNED 128,515 K.W. 91.8%

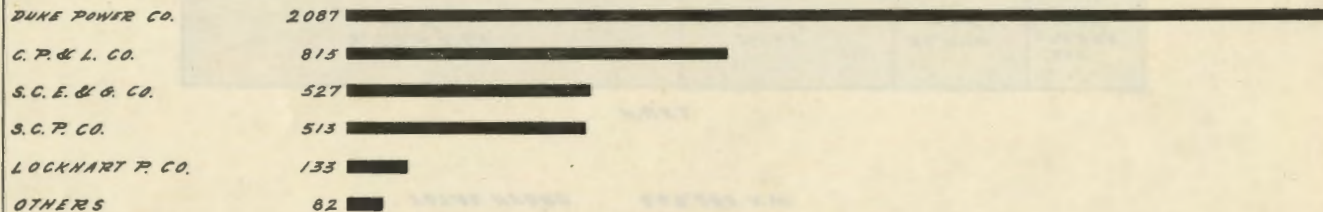
PUBLICLY OWNED 12,485 K.W. 8.2%

TOTAL FUEL 140,000 K.W.

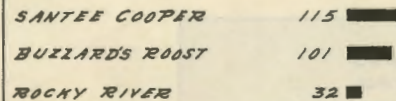
TOTAL HYDRO & FUEL 808,055 K.W.

TRANSMISSION LINES IN SOUTH CAROLINA
LENGTH IN CIRCUIT MILES

PRIVATELY OWNED



FEDERALLY FINANCED



TOTAL PRIVATELY OWNED 4157

TOTAL FEDERALLY FINANCED 248

TOTAL 4405

RURAL ELECTRIFICATION

For the fiscal year ending June 30, 1943, there has been some growth in rural line construction serving the farms of the State. However, due to restrictions upon copper, hardware and other appliances entering into the construction of electric distribution lines, extensions have been curtailed to a large extent.

Up to June 30, 1943, the State showed 17,583 miles of rural lines serving some 77,800 customers. Only 200 miles were constructed during the year serving 958 new customers.

However, the private power companies and public electric utilities, such as municipal plants and the various rural electric cooperative associations, are holding their plans for expansion in abeyance until there is a freer flow of materials which should be occasioned after the War has terminated. The saturation point in rural line construction, according to authorities, has not been reached and a recrudescence in construction is anticipated at the conclusion of hostilities.

The Electrical Utilities Division is continually in receipt of requests from farmers and others interested in securing electric extensions and every effort has been made to intervene in their behalf; but due to the restrictions placed by the War Production Board on this type of building very few such lines could be secured.

The Board has issued frequent regulations as to the lengths of extensions and the basis upon which such extensions are to be granted. Generally the length of an extension is based upon the number of animal units as calculated from a formula laid down for the guidance of the farmer; for instance, a milk cow would be one unit; ten beef cattle would be one unit, etc. Substantially, an electric extension to a farm now is predicated upon higher production for the war effort and not upon the convenience of the prospective customer. When such a service is desired it is necessary for the farmer or the prospective rural customer to secure a certificate from the United States Department of Agriculture County Board attesting to the fact that he has a certain amount of livestock, poultry and electric equipment which necessitates the extension before any such line can be built.

The following table will show the increase in rural lines and customers for the fiscal year ending June 30, 1943, as compared with the previous year ending June 30, 1942

	MILEAGE			CUSTOMERS		
	June 30, 1942	June 30, 1943	Increase for 1943	June 30, 1942	June 30, 1943	Increase for 1943
Private Utilities	6,615.65	6,698.18	82.53	43,244	43,546	302
Greenwood County Elec. Power Co.	443.50	443.50	.....	2,058	2,093	35
Electric Cooperatives	9,692.59	9,796.17	103.58	26,730	27,344	614
Municipalities	472.60	481.10	8.50	4,104	4,087	17*
S. C. Public Service Authority	159.80	164.80	5.00	712	736	24
TOTAL	17,384.14	17,583.75	199.61	76,848	77,806	958

*Indicates Red.

The following table will show the number of miles and the number of customers served by the various types of utilities for the years 1942 and 1943 and the increase in this mileage and customers for the year 1943. A study of the tables accompanying this report shows a total of 17,583.75 miles of rural electric lines serving 77,806 customers on June 30, 1943.

RURAL LINE STATISTICS AS OF JUNE 30, 1943

County	Rural Area Sq. Miles 1940 Census	Rural Population 1940 Census	Rural Population Per Sq. Mile of Area	Rural Lines Miles	Number of Rural Customers	Average No. of Customers Per Mile of Line	Average No. of Rural Customers Per Sq. Mile of Rural Area	Average No. of Rural Customers Per 1000 of Rural Population
Abbeville	504.09	18,001	35.7	227.08	735	3.24	1.46	40.83
Aiken	1,087.24	41,119	27.8	629.76	3,362	5.34	3.09	81.76
Allendale	418.00	13,040	31.2	144.12	297	2.06	.71	22.78
Anderson	766.52	64,014	83.5	782.59	4,020	5.14	5.24	62.80
Bamberg	393.24	15,643	39.8	166.61	364	2.18	.93	23.27
Barnwell	553.00	20,138	36.4	300.38	579	1.93	1.05	28.75
Beaufort	669.62	18,852	28.2	126.53	432	3.41	.64	22.92
Berkeley	1,214.00	27,123	22.3	255.23	697	2.73	.57	26.69
Calhoun	389.00	16,229	41.7	173.10	591	3.41	1.52	36.42
Charleston	939.70	49,830	53.0	444.14	3,197	7.20	3.40	64.16
Cherokee	390.86	25,654	65.6	356.50	1,514	4.25	3.87	59.02
Chester	581.86	26,187	45.0	276.21	1,075	3.89	1.85	41.05
Chesterfield	790.82	31,466	39.8	527.87	1,553	2.94	1.96	49.35
Clarendon	694.00	31,500	45.4	228.78	682	2.98	.98	21.65
Colleton	1,046.24	22,895	21.9	410.66	1,244	3.03	1.19	54.34
Darlington	540.43	33,653	62.1	575.30	1,872	3.25	3.46	55.78
Dillon	404.50	25,758	63.7	317.80	1,029	3.24	2.54	39.95
Dorchester	567.00	16,905	29.8	201.35	810	4.02	1.43	47.91
Edgefield	481.00	17,894	37.2	222.65	656	2.95	1.36	36.66
Fairfield	697.00	21,006	30.1	244.00	870	3.57	1.25	41.42
Florence	800.86	52,006	64.9	621.66	2,154	3.46	2.69	41.42
Georgetown	811.98	20,793	25.6	249.10	1,024	4.11	1.26	49.25
Greenville	778.79	99,584	127.9	950.96	6,685	7.02	8.58	67.02
Greenwood	454.16	27,063	59.6	452.31	2,166	4.79	4.77	80.04
Hampton	562.00	17,465	31.1	137.83	387	2.80	.69	22.16
Horry	1,150.33	46,885	40.8	645.00	2,513	3.90	2.18	53.60
Jasper	578.00	11,011	19.0	64.39	159	2.47	.28	14.44
Kershaw	782.88	27,166	34.7	296.93	885	2.98	1.13	32.58
Lancaster	503.22	29,112	57.9	366.84	1,841	5.02	3.66	63.24
Laurens	700.25	31,587	45.1	588.59	2,529	4.30	3.61	80.06
Lee	407.24	21,913	53.8	213.40	636	2.98	1.56	29.02
Lexington	713.00	33,734	47.4	467.50	3,490	7.47	4.89	103.27
McCormick	403.00	10,367	25.7	53.60	190	3.54	.47	18.33
Marion	475.30	19,969	42.0	310.50	951	3.06	2.00	47.62
Marlboro	480.27	28,386	59.1	339.21	855	2.52	1.78	30.12
Newberry	625.86	22,795	36.4	406.86	1,772	4.36	2.83	77.74
Oconee	668.50	33,692	50.4	458.33	1,658	3.62	2.48	49.21
Orangeburg	1,117.06	53,186	47.6	677.50	2,789	4.12	2.50	52.44
Pickens	497.86	31,928	64.1	592.69	2,585	4.36	5.19	80.96
Richland	739.10	38,939	52.7	356.80	3,396	9.52	4.59	87.21
Saluda	441.00	16,459	37.3	307.30	983	3.20	2.23	59.72
Spartanburg	820.50	91,298	111.3	978.25	6,688	6.84	8.15	73.25
Sumter	685.86	36,589	53.3	361.22	1,103	3.05	1.61	30.15
Union	511.00	22,882	44.8	236.86	1,375	5.81	2.69	60.06
Williamsburg	927.93	37,829	40.8	458.09	1,381	3.02	1.49	36.51
York	673.72	34,173	50.7	381.37	2,032	5.32	3.02	59.46
TOTAL	30,437.79	1,433,693	47.1	17,583.75	77,806	4.42	2.56	54.27

ACCOUNTANCY

The Chief Accountant and his associates made extensive studies of the proposed merger of the South Carolina Electric and Gas Company and the Lexington Water Power Company to determine whether or not this consolidation would be beneficial to the public. After public hearings and consideration of the facts involved in the merger, The Public Service Commission gave its approval to it. This merger later was approved by the Federal Securities and Exchange Commission and the Federal Power Commission. The annual fixed charges of the companies were materially reduced and, also, as a result of the merger, the common stock issues outstanding were reduced some \$4,000,000. In addition, a reserve was set up to take care of some \$10,000,000 of so-called "write-ups" in the plant account of the "old" South Carolina Electric and Gas Company.

These adjustments,—cancellation of some four million dollars of common stock and setting up of the ten million reserve—, improved the financial structure to such an extent that the consolidated company was able to refinance at a much lower rate of interest. The interest rate was reduced from a little over 5 per cent to approximately $3\frac{1}{2}$ per cent.

The Accountants are continually examining the revenues, expenses, and net income of the various electrical utilities operating in South Carolina and keeping the Commission informed as to the result of these studies. Also, they examine the records of the various companies as to the property accounts to determine whether or not the plant account is carried on the books at original cost.

During this fiscal year the Accountants helped assemble data in connection with the inventory and appraisal of the South Carolina Electric and Gas Company and the South Carolina Power Company looking toward rate adjustments and improve rate schedules.

ORGANIZATIONS FURNISHING RETAIL ELECTRIC SERVICE IN URBAN AND RURAL AREAS OF SOUTH CAROLINA AS OF JUNE 30, 1943

Privately Owned Electric Companies	Managing Officer	Address
Belton Light & Power Co.	Julian A. Blake, Pres.	Belton, S. C.
Brodie Light & Power Co.	F. E. Brodie, President	Leesville, S. C., RFD
Carolina Power & Light Co.	L. V. Sutton, Pres. & Gen. Mgr.	Raleigh, N. C.
Duke Power Co.	E. C. Marshall, Vice-Pres.	Charlotte, N. C.
Heath Springs Light & Power Co.	E. C. Bridges, President	Heath Springs, S. C.
Jenkinsville Light & Power Co..	J. F. Yarborough, Mgr.	Jenkinsville, S. C.
Kershaw Oil Mill	O. W. Knight, Mgr. Elec. Div.	Kershaw, S. C.
Lockhart Power Company	W. D. Dent, Asst. Treas.	Lockhart, S. C.
S. C. Electric & Gas Co.	N. H. Coit, Pres. & Gen. Mgr.	Columbia, S. C.
South Carolina Power Co.	E. L. Godshalk, Pres. & Gen. Mgr.	Charleston, S. C.
The Electric Company	S. L. Meacham, Mgr.	Fort Mill, S. C.
Waccamaw Power Company	S. E. Mercer, Pres.	Georgetown, S. C.
White's Bridge Lt. & Power Co.	H. J. Neese, Treas.	Georgetown, S. C.

Publicly Owned (Federally Financed) Electric Systems	Managing Officer	Address
S. C. Public Service Authority..	Robert M. Cooper, Gen. Mgr. ..	Columbia, S. C.
Greenwood Co. Elec. Pow. Com.	E. L. Davis, Sec'y	Greenwood, S. C.
Aiken Electric Co-op, Inc.	Monson Morris, Pres.	Aiken, S. C.
Berkeley Electric Co-op, Inc. ...	D. T. Rhoad, Pres.	Moncks Corner, S. C.
Black River Electric Co-op, Inc.	P. M. Brown, Pres.	Sumter, S. C.
Blue Ridge Electric Co-op, Inc.	A. J. Hurt, Supt.	Pickens, S. C.
Broad River Electric Co-op, Inc.	C. A. Grainger, Pres.	Gaffney, S. C.
Coastal Electric Co-op, Inc.	D. T. Strickland, Pres.	Walterboro, S. C.
Edisto Electric Co-op, Inc.	H. E. Jennings, Pres.	Bamberg, S. C.
Fairfield Electric Co-op, Inc. ...	George R. Park, Pres.	Winnaboro, S. C.
Horry Electric Co-op, Inc.	P. S. Page, Pres.	Conway, S. C.
Laurens Electric Co-op, Inc.	Victor E. Shealy, Pres.	Laurens, S. C.
Little River Electric Co-op, Inc.	Charles F. Gilliam, Pres.	Abbeville, S. C.
Lynches River Electric Co-op, Inc.	Frank Blackwell, Pres.	Pageland, S. C.
Marion Electric Co-op, Inc.	J. O. Edwards, Pres.	Marion, S. C.
Marlboro Electric Co-op, Inc.	H. K. Covington, Jr., Pres. ...	Bennettsville, S. C.
Mid-Carolina Electric Co-op, Inc.	H. W. Long, Pres.	Lexington, S. C.
Newberry Electric Co-op, Inc. ...	C. B. Parr, Pres.	Newberry, S. C.
Palmetto Electric Co-op, Inc. ...	D. M. Baxter, Supt.	Ridgeland, S. C.
Pee Dee Electric Co-op, Inc.	B. F. Williamson, Jr., Pres. ...	Darlington, S. C.
Richland Co. Ru. Elec. Co-op, Inc.	J. B. Addy, Pres. & Supt. ...	Columbia, S. C.
Salkehatchie Electric Co-op, Inc.	R. R. Johnson, Pres.	Barnwell, S. C.
Santee Electric Co-op, Inc.	W. L. Harrington, Pres.	Kingstree, S. C.
Tri-County Electric Co-op, Inc..	L. C. Stoudemire, Pres.	St. Matthews, S. C.
York County Elec. Co-op, Inc. ...	W. B. Wilkerson, Pres.	York, S. C.

Municipally Owned Utilities	Department	Managing Officer
Abbeville	Water & Electric Plant	C. P. Townsend, Supt.
Bamberg	Board of Public Works	B. F. Folk, City Clerk
Bennettsville	Electric and Water Plant	W. H. Parks, Supt.
Camden	Municipal Utilities	L. P. Tobin, Supt.
Clinton	Light and Water Plant	D. C. Heustess, Clerk
Due West	Electric Light Department	G. A. McIlwain, Supt.
Easley	City Light and Water Plant ..	T. M. Rogers, Supt.
Gaffney	Board of Public Works	L. V. Gaffney, Supt.
Georgetown	Board of Public Works	M. M. Thomas, Clerk & Treas.
Greenwood	Commissioners of Public Works	F. W. Chapman, Supt.
Greer	Commission of Public Works ..	C. C. Lanford, Supt.
Laurens	Commission of Public Works ..	J. W. Lovejoy
McCormick	Commission of Public Works ..	H. M. Schumpert, Supt.
Newberry	Commission of Public Works ..	H. W. Schumpert, Supt.
Ninety Six	Commission of Public Works ..	W. B. Jeter, Supt.
Orangeburg	Water and Light Plant	J. F. Pearson, Supt.
Prosperity	Commission of Public Works ..	J. L. Counts, Supt.
Rock Hill .....	.....	J. J. Rauch, City Manager
Seneca	Light and Water Plant	F. M. Hunt, Supt.
Union	Municipal Electric Light and Water Works	Max G. Howe, Supt.
Winnboro	Board of Public Works	B. B. Meng, Supt.
Westminster	Commission of Public Works ..	H. H. Henderson, Clerk & Treas.

POWER COMPANIES OPERATING IN SOUTH CAROLINA JUNE 30, 1943

Power Company	Territory Served	Managing Officer	Address
Belton Light and Power Company	Belton, Cheddar, Williamston, S. C..	Julian A. Blake, President	Belton, S. C.
Brodie Light and Power Company	Gilbert, Summit, S. C.	F. E. Brodie, President	Leesville, S. C. RFD
Carolina Power and Light Company ...	Andrews, Ashland, Auburn, Aynor, Betha, Bethune, Bishopville, Blaney, Blenheim, Britton, Brogdon, Cades, Carterville, Cheraw, Chesterfield, Chio, Coward, Darlington, Dillon, Dovesville, Drake, Ebenezer, Effing- ham, Elliott, Florence, Gallivants Ferry, Greeleyville, Green Sea, Hagood, Hamer, Hartsville, Heine- man, Hemingway, Horatio, Jefferson, Johnsonville, Kingstree, Lake City, Lakeview, Lamar, Lane, Latta, Little Rock, Lugoff, Lynchburg, Lydia, Manning, Manville, Marion, Mars Bluff, Mayesville, McBee, McColl, Motbridge, Mt. Croghan, Mullins, Nesmith, New Zion, Nichols, North Mullins, Oates, Olanta, Oswego, Pageland, Pamplico, Patrick, Pax- ville, Pinewood, Rembert, Ruby, Salters Depot, Sardinia, Scranton, Sellers, Society Hill, South Lynch- burg, South Marion, Stateburg, Stokes Bridge, St. Paul, Summerton, Sumter, Tatum, Timmons ville, Tur- beville, Wedgefield, West Marion, Williamsburg, Winona, Zion, Willis, S. C.	L. V. Sutton, Pres. and Gen. Manager W. J. Bailey, President	Raleigh, N. C. Clinton, S. C.
Clinton Cotton Mills	Wholesale Only		
Duke Power Company	Anderson, Antreville, Arcadia, Arling- ton, Arkwright, Barksdale, Blacks- burg, Blair Mills, Boiling Springs,		

POWER COMPANIES OPERATING IN SOUTH CAROLINA JUNE 30, 1943—Continued

Power Company	Territory Served	Managing Officer	Address
	<p>Bon Avon, Brandon, Broadway, Calhoun, Camp Sevier, Campobello, Campton, Cashville, Catawba, Cedar Springs, Centerville, Central, Cherokee Springs, Chesnee, Chester, Chick Springs, City View, Clevedale, Cleveland, Clifton Mills, Clover, Cokesbury, Cold Point, Concord, Conestee, Converse, Cowpens, Crescent, Cross Hill, Deans Station, Delphia, Disputanta, Donalds, Drayton, Duncan, East Gaffney, Edgemoor, Elgin, Enoree, Eureka Mills, Evansville, Fairforest, Fairmont, Filbert, Fingerville, Flat Rock, Flat Woods, Fork Shoals, Fort Lawn, Fountain Inn, Gaffney, Glendale, Glenn Springs, Gluck Mill, Gowansville, Gramling, Grassy Pond, Gray Court, Gray's Gin, Great Falls, Greenville, Greer, Harris, Haynes, Hickory Grove, Hickory Tavern, Hillcrest, Hodges, Holly Springs, Honea Path, Inman, Iva, King's Creek, La France, Lancaster, Lando, Landrum, Langford Station, Laurens, Leslie, Lewis Turnout, Level Land, Liberty, Lone Oak, Lowrys, Lyman, Madden, Marietta, Mascot, Maud, Mauldin, Mayo, McConellsville, Midway, Monaghan, Moore, Mountville, Mountain Creek, Mt. Gallagher, New Prospect, Newry, Norris, Ora, Orrville, Owings, Pacolet, Pauline, Pelham, Pelzer, Pendleton, Pickens, Piedmont, Popular Springs, Princeton, Reidsville, Renfrew, Richburg, Rodman, Roebuck, Salem Church, Sandy Springs, Saxon, Sedalia, Sharon, Sigsbee, Simp-</p>		

	sonville, Six Mile, Smyrna, Spartanburg, Starr, Switzer, Taylors, Tiger-ville, Tirzah, Townville, Travelers Rest, Trough Shoals, Tucapau, Una, Valley Falls, Verdery, Walhalla, Ware Shoals, Waterloo, Watts Mill, Wellford, West Greenville, West Pelzer, Union, West Union, White Stone, Whitmire, Whitney, Woodruff, York, S. C.	N. A. Cocke and E. C. Marshall, Vice-Presidents	Charlotte, N. C.
The Electric Company	Fort Mill, S. C.	S. L. Meacham, Manager	Fort Mill, S. C.
Heath Springs Light & Power Company	Heath Springs, Pleasant Hill, S. C. .	E. O. Bridges, President	Heath Springs, S. C.
Jenkinsville Light & Power Company .	Jenkinsville, S. C.	J. F. Yarborough	Jenkinsville, S. C.
Kershaw Oil Mill	Kershaw, S. C.	J. T. Stevens, President	Kershaw, S. C.
Lexington Water Power Company	Wholesale Only	N. H. Coit, Pres. and Gen. Manager.	Columbia, S. C.
Lockhart Power Company	Adamsburg, Cross Anchor, Cross Keys, Jonesville, Lockhart, Monarch, Pacolet Mills, Sedalia, S. C.	W. D. Dent, Asst. Treasurer	Lockhart, S. C.
South Carolina Electric & Gas Co.	Arden, Ballentine, Batesburg, Blythe-wood, Bowman, Cameron, Carlisle, Cayce, Chapin, Chappells, College Place, Columbia, Cordova, Creston, Dentsville, Eastover, Eau Claire, Edgewold, Edgewood, Elloree, Forest Acres, Fort Motte, Gadsden, Gaston, Hopkins, Hyatts, Irmo, Johnston, Leesville, Lexington, Little Mountain, Livingston, Lykesland, Monetta, Neeses, North, Norway, Parler, Parr, Peak, Pelion, Perry, Pomaria, Pontiac, Ridge Spring, Ridgeway, Ridgewood, Rion, Rockton, Rowesville, Royster, Salley, Saluda, Santuc, Seivern, Shelton, St. Matthews, Swansca, Trenton, Wagener, Ward, West Columbia, White Rock, Woodford, S. C.	N. H. Coit, President	Columbia, S. C.

POWER COMPANIES OPERATING IN SOUTH CAROLINA JUNE 30, 1943—Continued

Power Company	Territory Served	Managing Officer	Address
South Carolina Power Company	<p>Adams Run, Aiken, Allendale, Ashley Junction, Ashley Phosphate, Awendaw, Bamberg, Barnwell, Bath, Beach Island, Beaufort, Belvedere, Berry Hill, Blackville, Bluffton, Bordeaux, Boyer, Branchville, Brunson, Burnettetown, Burton, Calhoun Falls, Canadys, Charleston, Cherokee, Chicora, Clark's Hill, Clearwater, Connors, Cooper Yard, Coosawatchie, Cope, Cottageville, Crockettville, Dale, Denmark, Dorchester, Drayton Hall, Dunbarton, Dupont, Early Branch, Edgefield, Edisto Island, Ehrhardt, Elko, Ellenton, Estill, Eutawville, Fairfax, Furman, Garnett, Gloverville, Goodrich, Govan, Grahamville, Graniteville, Green Pond, Hampton, Hanahan, Hardeeville, Harleyville, Hendersonville, Holly Hill, Horse Pond, Isle of Palms, James' Island, Jeddburg, John's Island, Johnstown, Kline, Langley, Lincolnville, Lodge, Luray, Madison, Magnolia, Maryville, McClellanville, Meggetts, Myers, Midland Park, Miley, Modoc, Montmorenci, Mt. Carmel, Mt. Pleasant, North Augusta, North Charleston, Olar, Parksville, Plum Branch, Pocatigo, Port Royal, Ravenel, Reevesville, Rosinville, Ridgeland, Ridgeville, Round, Ruffin, Scotia, Seiglingville, Sheldon, Six Mile, Smoaks, Snellings, Springfield, St. Andrew's Parish, St. George, Sullivan's Island, Summer-ville, Switzerland, Sycamore, Ten Mile, Tillman, Troy, Ulmers, Vance,</p>		

	Varnville, Vaucluse, Walterboro, Warrenville, White Pond, Williams, Willington, Williston, Windsor, Yemassee, Yorges Island, S. C. ...	E. L. Godshalk, President and Gen- eral Manager	Charleston, S. C.
South Carolina Public Service Authority	Atlantic Beach, Burgess, Conway, Cherry Grove Beach, Crescent Beach, Floral Beach, Ingram Beach, Loris, Little River, Myrtle Beach, Mur- rell's Inlet, Ocean Drive Beach, Socastee, Wampee, St. Stephens, S. C.	Robert M. Cooper, Gen. Manager	1246 Main St., Columbia, S. C.
Springs Cotton Mill	Wholesale Only	E. W. Springs, President	Lancaster, S. C.
Twin City Power Company	Undeveloped	D. W. Robinson, Jr., Attorney	Columbia, S. C. 50 Broad St., New York, N. Y.
Union Manufacturing & Power Company	Wholesale Only	F. W. Symmes, President	Greenville, S. C.
Waccamaw Power Company	Waverly Mills, R.F.D., Georgetown, S. C.	S. E. Mercer, President	Georgetown, S. C.
White's Bridge Light & Power Company	R. F. D., Georgetown, S. C.	F. J. Tyson, President	Georgetown, S. C., RFD

Respectfully submitted,

JAMES W. WOLFE, *Chairman*

J. C. DARBY, *Vice-Chairman* .

JOHN C. CONEY, *Commissioner*

JOSIAH J. EVANS, *Commissioner*

H. W. SCOTT, *Commissioner*

WINCHESTER SMITH, *Commissioner*

RUFUS M. NEWTON, *Commissioner*

MARY E. CARR, *Secretary*

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